

SELECTED ARTICLES FROM WILMINGTON, N.C. NEWSPAPERS
CONCERNING THE WILMINGTON & WELDON RAILROAD,
THE WILMINGTON & MANCHESTER RAILROAD,
AND OTHER NORTH CAROLINA RAILROADS
FOR THE YEAR 1849,
AND
JANUARY, 1854-APRIL, 1856

Compiled by

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1. GOV. GRAHAM AND NORTH CAROLINA INTERNAL IMPROVEMENTS.

Two numbers since we commenced an examination of the plan of a “North Carolina Rail Road” which was recommended by Gov. Graham to the Legislature, and promised to resume the subject, giving some details with regard to the drainage of our State by her neighbors, Virginia and South Carolina. We would first ask attention to this matter as it was as far back as 1782. The extracts we give below are taken from Smyth’s tour in the United States, and they will doubtless surprise many who have not minutely considered the subject. The extent of this evil has not at all abated in our day, but rather increased.

On page 175 he says:--“The trade from Salisbury is pretty exactly divided between the towns on James River in Virginia, and Charleston in South Carolina.”

On page 235:--“North Carolina was computed to contain about 300,000 inhabitants, in the late census made by Congress, and to have a larger proportion of whites than any other Southern province; that is, more than a third, and nearly one-half.”

“In the Southern parts of North Carolina they make considerable quantities of rice and indigo, the chief part of which is shipped from South Carolina.”

“In the Northern parts of this province they make a good deal of tobacco, which is chiefly transported by land carriage into Virginia, and shipped thence.”

“In the back frontiers of a North Carolina, they raise a great many cattle and hogs, and make very considerable quantities of butter and flour, *almost all* of which is also carried into Virginia to market, besides the greatest part of the skins and furs which they annually collect.”

“On the sea coast and near it, they make large quantities of Indian corn, peas, pitch, tar, and turpentine, all of which is shipped from the ports of this province.”

“By this it may be readily perceived how difficult a task it would be to ascertain the real annual products of North Carolina, which are carried every year both to South Carolina and Virginia, bearing the names and adding to the exports of these provinces. However, the apparent exports of North Carolina are computed at more than £68,000 sterling annually, and for imports at £18,000 at least. This I do not conceive to be more than one-third of the product of the province, nor one-fourth of the value of the goods brought into it, the rest of which comes through the channels of Virginia and South Carolina, by means of land carriage. So that the annual value of the merchantable products of North Carolina may be about £210,000 sterling, and her consumption of European goods £70,000.”

“In this view, deducting the proportion of North Carolina commodities from the exports of Virginia and South Carolina, this province will plainly appear to be of more consequence and estimation than she has hitherto been held in”

Our population, by the last census, in 1840, was 753,419—more than doubled since Mr. Smyth wrote. Nor is it unfair to presume that our products and imports have quadrupled—say, however, that they too have only doubled, and we have the products of the State £420,000, and her consumption of foreign goods £140,000: of this according to our author's calculation but £140,000 of products, and £35,000 imports, are set down to North Carolina. Our produce is now not entirely carried over to our neighbors by teams and wagons—"land carriages,"—but a Raleigh and Gaston Railway bear them swiftly on to Petersburg, and steam, too, will soon be rolling them down to Charleston via Columbia.

And how, in 1848, does Gov. Graham propose to check this long continued and growing evil? Why, he suggests that a channel of communication shall be opened through the heart of the State, connecting all the great outlets from our State—the Raleigh & Gaston, and the Charlotte & Danville, and the Charlotte & Columbia Roads. A list of Counties are sent into the Legislature with their population and resources set down. On the direct route would lie real estate valued at \$9,000,000; within 25 miles real estate valued at \$20,000,000; and within 50 miles real estate to the value of \$34,000,000. O, what a tempting bait! What a delightful project for the market towns of Virginia and South Carolina!! But what a mistake the Governor made in sending his message to a North Carolina legislature. But it is hardly necessary to argue this matter seriously. The whole plan is so absurd in other respects. Two millions of dollars are totally inadequate to rebuilding the Raleigh & Gaston Road and extending it on to Charlotte. The contemplated route must pass over a most hilly and broken country- besides, the raising of this amount, in the manner he proposes, is what Mr. Blackstone calls a remote contingency. The State subscribes a million, and pays half its subscription by transferring a Road it will take the other half to repair, and the poor bedevilled stockholders of the Raleigh & Gaston Road are left with the whole construction of "The North Carolina Rail Road," from Raleigh to Charlotte.—Can they do it Mr. Graham? No! The fact is, if anything is to be done, and we are happy to hear that the spirit to do something is general among our representatives in Raleigh—throwing away all consideration of saving a broken down investment—let the state engage in some great work calculated to benefit the State, and the *whole* state: and not any one or the other peculiar interest. A plan has been suggested by a fellow-townsmen of building a line from Goldsboro to Morgantown, running equally distant, 25 miles, from Raleigh to Fayetteville, and passing through Salisbury. Out of all the plans and projects, it is to be most earnestly hoped that some one will be adopted and acted upon. A short session will be no excuse for neglected duty—and it will be a most serious neglect if an adjournment is had before some scheme of improvement, in our means of intercourse and trade, is digested and established. The United States have expended \$122,525,937 in Rail Roads. North Carolina has contributed but little if any over one million. We had intended to write a few thoughts upon the advantages and comforts which Rail Roads contribute to the industry and social life of man, but we have just received the message of Gov. Graham, of December 23, 1848, in which he furnishes some facts which bear upon the matter. He, however, still seems to cling to his project of a Gaston & Charlotte Road, and that, too, as an assistance to the Wilmington & Raleigh Rail Road. The folly of which supposition we have already exposed, and the dullest understanding can perceive. Upon the whole, we would conclude our article upon "Gov. Graham and North Carolina Internal Improvements," with the remark, that we think his wishes and intentions may be good, but his information is certainly limited, and his judgment faulty, with regard to the principle subject matter of his three messages.

The Wilmington Journal,
January 5, 1849.

2. N. C. LEGISLATURE.

Monday, January 1st, 1849,

SENATE.

On motion of Mr. Shepard, the bill to extend the Raleigh and Gaston Rail Road to Charlotte, was taken up and made the order of the day for Wednesday next.

Tuesday, Jan. 2.

On motion of Mr. Gilmer, the bill in relation to the Wilmington and Raleigh Railroad was made the order of the day for Friday next.

The bill to provide for the payment of the debts of the State to the Bank of Cape Fear and Bank of the State, and other liabilities for endorsement for the Raleigh and Gaston Railroad, &c. was read the 2d time, amended, on motion of Mr. Shepard, read 3d. time, and passed.

HOUSE OF COMMONS.

On motion, the bill to incorporate the Charlotte and Danville Railroad Company was made the order of the day for to-morrow, at 3 o'clock.

Wednesday, Jan 3.

SENATE.

The Senate took up, in committee of the whole, Mr. Patterson in the chair, the special order—being the bill to incorporate the North Carolina Railroad Co. After a short debate,

On motion of Mr. Halsey, the committee rose and reported progress, and then the Senate adjourned.

HOUSE OF COMMONS.

EVENING SESSION.

Thursday, Jan. 4.

SENATE.

The Senate then went into committee of the whole, Mr. Patterson in the chair, and took up the bill to incorporate the North Carolina Railroad Company, and for other purposes.— Several amendments were then proposed and adopted.

Mr. Gilmer proposed to strike out “two millions” and insert “three,” so as to make the capital stock of the company three millions. The amendment was rejected.

Mr. Gilmer then moved another amendment, to the effect that, in certain circumstances, the Treasurer should be authorized to subscribe one and a half Millions, giving the State two thirds of the Capital Stock. The amendment was rejected.

The committee then rose, and reported the bill to the House, with the amendments, which was agreed to.

Mr. Bower moved to amend the bill by striking out the 5th section, and called for the Ayes and Nays.

The motion was supported in speeches by Mssrs. Bower and Walker.

Mr. Patterson asked to be excused from the voting, which was granted. Mr. Hawkins was also excused.

Mr. Walker here made another speech, and Mr. Shepard followed against Mr. Bower’s motion.

Mr. Bethel moved that the bill and amendments be indefinitely postponed.

Mr. Woodfin argued against this motion, and was followed by Mr. Ashe.

After which the Senate adjourned.

The Wilmington Journal,
January 12, 1849.

3. THE WORK COMMENCED.

The Sumterville Banner of the 3d. inst., says that “The grading of the road [Wilmington and Manchester] was actually commenced by the hands of Mr. Leonard White about four miles from this place, in the direction of Lynche’s creek, on the first inst. Thus the first shovel full of earth has been removed for a commencement.

“The surveyed and adopted route to the creek, amounting to twenty miles, has been let out, on the contracts for grading, at 8 cents, per cubic yard, a rate much less than the estimates, and about the same as on other roads now constructing in this State.”

The Wilmington Journal,
January 12, 1849.

4. RAIL ROAD MEETING

AGREEABLY to a Resolution of the Stockholders of the Wilmington & Manchester Rail Road, at their meeting at Darlington Court-House, on the 22d of June last, the annual meeting of the Stockholders of that Road will be held in the town of Wilmington, on Thursday after the 3d Monday in January, 1849, being the 18th of the present month.

JOHN M. TIMMONS, Secretary and Treasurer.

Jan 5, 1849—[17-2t

The Wilmington Journal,
January 12, 1849.

5. THE MANCHESTER ROAD

As our paper is going the Press, the Stockholders of the Wilmington & Manchester Railroad are assembled in the Masonic Hall. The President's Report is being read. It is a long and able expose of the condition and prospects of the Road. We hope to be able to spread it before our readers in our next. Among other business before the meeting, there is to be an election of officers for the ensuing year.

The Wilmington Journal,
January 19, 1849,

6. ACCIDENT

The Steamer Vanderbilt, Capt. Marshall, while on her trip from Charleston to this place, on Sunday morning last, when a short distance from the Main bar, met with a serious accident, in the breaking of her main shaft. Fortunately, the weather was remarking mild, and the wind favorable during the whole day, and by the use of the boat's sails and laborious exertions of her captain and crew, succeeded in reaching her wharf at the Rail Road Depot, about 7 o'clock, P.M.

The Wilmington Journal,
January 19, 1849.

7. THE WILMINGTON ROAD

We learn from a gentleman just from Raleigh, that there is every probability of the passage by the Legislature of the bill for the relief of the Wilmington & Raleigh Rail Road Company, of which a synopsis was presented in a late number. The passage of this bill will ensure the relaying of the whole Road to Weldon with heavy iron. The bill is also important in its bearing upon the interests of the new Road, since it is proposed by it to authorize the transfer of \$300,000 of the State stock to the capital stock of the Wilmington and Manchester Company. This is news of a cheering character.

The Wilmington Journal,
January 19, 1849.

8. TO THE STOCKHOLDERS IN THE WILMINGTON AND MANCHESTER RAIL ROAD COMPANY

From the *Commercial*.

Gentlemen:

In submitting my first report for your consideration it affords me pleasure to be able to congratulate the Company upon the new and favorable aspect our enterprise has assumed since your last annual meeting; both in respect to its prospects of success and the favorable consideration of the public.

From being one of those projects, which was talked of, and which with many was regarded as to be talked of merely, it has taken practical steps which give earnest of a determination to press forward and assume its position amongst the kindred enterprises of the day.

At the last annual meeting of the Stockholders, a resolution was adopted directing the Board of Directors to ascertain what proportion of the Stock was in favor of repealing a resolution of the preceding meeting, requiring \$750,000 to be subscribed before the work was commenced, and if it appeared that those representing two-thirds of the Stock were willing to waive that requirement, and commence work before that amount was subscribed, that they be requested to proceed to the final location of the Road, and put such portions under contract for grading as could be let out for that purpose.

On the 2d of August succeeding the meeting at Darlington, a meeting of the Board of Directors was held at Wilmington, at which the Directors reported that the Stockholders owning more than two thirds of the Stock subscribed, were desirous of commencing work before \$750,000 were subscribed, and waive the benefit of any such condition, so far as their subscriptions were concerned. Whereupon the Board passed Resolutions instructing the President forthwith to employ Engineers and commence the location of the Road, and when located to give out contracts for grading. Pursuant to these directions with the concurrence of a Committee appointed with me for that purpose, I immediately appointed Mr. Walter Gwynn, of

Virginia, the Chief Engineer, whose valuable services, upon application, were tendered upon terms highly creditable to the public spirit which characterizes that Gentleman.

The arrangement with him was that he was to have the appointment of the Principle assistant and the Corps of Engineers, subject to the approval of the President.

A corps of Engineers was organized to commence the location at the Southern terminus of the Road, under L. J. Flemming, Esqr., as principal assistant, in September last, and has been constantly engaged since under his direction.

The zeal, and unwearied perseverance and attention of this Gentleman to the duties entrusted to his charge, I can say without flattery, merit the highest commendation, and has tended more to give confidence to our enterprise in the region where his labors have progressed than any other circumstance.

The first object of the party was to obtain a favorable point in the Camden Branch of the South Carolina Rail Road, to commence our location. The very heavy grade which was required at the point made by the experimental survey, required the survey of the other line; one running up Beech Creek near Statesburg, and another some four miles below the experimental line running up Shank's Creek.

The latter route presents the most favorable grade, but the distance was increased to such an extent as rendered it proper to defer, for a time, the final location of either route to Sumterville; as it was hoped that a competition among the citizens, on each route would induce a large subscription, upon condition of giving them respectively, an opportunity of competing with each other, and thus enable us to decide which would be most favorable to our interest.

For a full report upon the advantages and disadvantages of the respective routes, I beg leave to refer you to the report of the Engineer, herewith filed.

To avoid delay in the adoption of either route the party commenced the location of the Road at Sumterville; a point common to each of the lines, and proceeded towards Lynch's Creek, with the location (a distance of twenty four miles) upon arriving at which the contracts for grading were let out to be paid for entirely in Stock. They were taken readily upon the most favorable terms to the Company, and I am happy to say have been commenced by the contractors, with an energy which ensures an early completion of that portion of the work.

The location was continued from Lynch's Creek to within ten miles of Darlington Court House, in compliance with the charter, and thence to the great Pee Dee River, a distance of 43 miles. At the River, the party made the most thorough and laborious investigation; necessarily consuming some time, with the view of obtaining the best crossing; but upon full trial, no more favorable point could be obtained for a crossing than one near the line made upon the experimental survey.

The crossing of this River will be the most difficult and expensive portion of the work, of the same extent and kind, if however, (as it is hoped there can) granite of the necessary kind can

be obtained for the building of the Arches and abutments of the Bridge near Cheraw, it will greatly lessen the expenses of transportation of this article.

Proposals have been invited, through the newspapers, for contracts on the joint, from Lynch's creek to the Great Pee Dee river; and notice given that contracts will be let out on the first proximo, when, from the preparation making by the Stockholders in that quarter, and the interest manifested there, it is not doubted that the contracts will be taken to be paid in Stock on the most favorable terms.

It is believed, however, that if a small proportion of *money* were agreed to be paid in these and other contracts, the subscription list would be considerably enlarged, and the contracts let out on more advantageous terms to the Company. But owing to the pressure in money matters, and the low price of our staples, the Board have not felt themselves at liberty, without instructions from the Stockholders, to call for a second instalment for this purpose until at least a greater proportion of the first instalment, not received in cash upon subscription, has been paid in; which you will perceive by the Report of the Secretary and Treasurer herewith submitted, has not been to as great an extent as was desirable, although he has used active diligence in trying to realize it.

Owing to the great difficulty of procuring competent Engineers, the location of the terminus at Wilmington has not been commenced as soon as was desired. A corps, however, has been organized, and have located from the west side of the Brunswick river, to a point near Livingston's creek, which stream they will reach during the present week.—Proposals have also been invited for contracts for grading, on the joint from the commencing point to Livingston's creek, to be let out on the 27th inst.

The Board, however, take pleasure in stating that all the preliminary arrangements have been completed for securing the terminus to the river opposite the town of Wilmington, as well as grounds for large and commodious depots on each side of the terminus of the road.

For the receipts and disbursements of the Company since the last annual meeting, I beg leave to refer you to the account current herewith submitted, by which you will perceive that the disbursements have chiefly been in organizing the corps of Engineers and supplying them with the necessary means of prosecuting their work.

The Board, at its meeting referred to, regarding the duties of the Secretary and Treasurer as not requiring that officer to be permanently located, but such as to make it necessary for him to visit different points on the line, came to the conclusion that it would be of advantage to the Company, both in point of economy and efficiency to amalgamate the two offices (for a time at least) of the Secretary and Treasurer, and General Agent, and accordingly tendered the appointment so amalgamated to Rev. J. M. Timmons, a member of the Board, at a salary of \$1,5000 per annum, which was accepted by him. His Bond was accordingly given as required by the Company, and he forthwith entered upon the duties of his office, which he has since discharged with assiduity and industry, devoting his whole time to the various duties under his charge; the most prominent amongst which were the collection of the subscription upon the first

instalment, procuring the release of the right of way, and soliciting and procuring new subscriptions to the Stock of the Company.

The *private* additional subscriptions of stock since the last meeting have not been to any considerable extent, owing, it is believed; First, to the great depression of the price of produce and the consequent scarcity of money; Secondly, to the fact that many who are willing to subscribe desire to work out on contract the amount of such subscriptions, and have held back with a view of getting such contracts for Stock to be subscribed by them: Of this latter class, I am well assured, that there are many who will swell the amount of our subscription lists if they can obtain contracts at suitable points on favorable terms.

At the last session of the Legislature of South Carolina, a memorial of this Company was prepared and laid before that body, asking the aid of the State, and it affords me great pleasure to say that notwithstanding many of the Company and its friends had despaired of success in obtaining aid from that quarter, our memorial was favorably considered, with those of the Greenville & Charlotte Roads; and that an act was passed authorizing a subscription on the part of the State of \$200,000, in the Stock of the South Carolina Rail Road Company, owned by the State; upon conditions therein prescribed. These conditions were:

1. That the company must show that \$750,000 shall have been subscribed.
2. That when \$100,000 shall have been paid in and expended on that portion of the road nearest the South Carolina Rail Road, \$100,000 of the subscription of the State shall be turned over; when \$50,000 more shall be subscribed in the same manner \$50,000 more shall be paid; and that the last \$50,000 shall not be paid till the road is completed and in operation forty miles from its junction with the South Carolina Rail Road.
3. That these conditions shall be performed by the company within five years from the passing of the act.

The bill passed both Houses by large majorities, with these conditions, some of which would have been gladly dispensed with if practicable; but they were such as had been performed, and required to be performed by other companies, and left us no alternative but to accept the aid as tendered.

In looking over and considering these requirements, attentively, there will be found nothing, if we intend pushing on the work already commenced under favorable circumstances, which the Company cannot perform.

From demonstrations already made it is more than probable that when that portion of the line from Sumterville to the South Carolina Rail Road shall be offered to be put under contract, offers will be received for the building of the whole of that portion of the road, furnishing Iron materials &c. to be paid for in the Stock of the South Carolina Rail Road Company, at par.

The greatest, and I may say the only difficulty in the way of our being able at an early period to claim the subscription pledged by the State of South Carolina, is increasing our

subscription to the amount prescribed, \$750,000. By referring to the Books and subscription lists, you will perceive that this amount is not yet reached. When we look, however, at the resources of the country to be passed over by this Road, and see the large amount of capital there still unrepresented in the Company, there is no reason to despair, if our exertions only continue as they have commenced, and thus far progressed. When we see what combined effort and perseverance have already accomplished in our progress, there is no reason why we should distrust their results in future. The subscription on the part of the South Carolina Legislature is at once an illustration of the progress we have made at home, and the confidence in our enterprise. The passage of the bill through the Senate of the State of N. Carolina, giving aid, incidentally to our Company, by a decisive majority is another sanction of the public confidence in our enterprise, which from its location, its cheapness of construction, its connections and prospects of profit, must invite capital from abroad with the assurance of an advantageous investment. It is also another evidence of the importance these enterprises are assuming in public opinion.

When we see one State ready to open her treasury for the purpose of aiding a portion of her citizens in an enterprise regarded by many as having a tendency to affect injuriously the interest of her own seaport, so much fostered and cherished by all her people; may we not hope that the sister State which has a long line of the same highway in her own borders, will finish the work already begun by one body of her Legislature, in extending a helping hand from the abundance of her resources to enable her own citizens to take the chances for a portion of her own trade which now goes in abundance to enrich others?

He who has looked with an attentive eye to the progress of Rail Roads around us cannot even entertain a doubt upon the subject, for he cannot be long blind to the fact that States as well as communities cannot stand still amid the progress of the age.

That to do so is but to be the producer for others, and the means of adding to and increasing the enterprises of the more active, by sending those treasures and products of her own citizens from her own doors, at a heavy expense to enrich and multiply the resources of cities and communities bound to them by no tie but interest. Whereas, by a timely contribution to enterprises of their own, they keep the expenses of transportation in their own domain, adding to the general wealth and prosperity, and in one way and another, returning to her treasury to reimburse them for the original advance.

This item, however, considerable as it may be, (proven by the statement of the Rail Road receipts and the census of 1840 to be 2 ½ per cent on the gross products) is not all. The theory once entertained, that States, like communities, should withhold their contributions to these works until they could discover a chance of being repaid in the way of dividends, is exploded.

Every mile into the interior which a Rail Road progresses adds to the wealth of the State, by an increased value of her lands; every step which it advances from the seaports and cities but adds to the facilities of the citizen for the exchange and sale of the products of his labor, and thus stimulates his industry. The farther it progress the more varied and diversified the pursuits, and in turn, the greater development of the resources of the country, and the better rewards to industry; consequently the more valuable and accumulative will be the fruits of labor. The State thus offers inducements to its citizens to cling to the inheritance of their ancestors, instead of

being drawn to more favored regions to procure the rewards of their labor; thus population and taxable property are increased and retained within its borders, which, in turn, pays back the advances made.

Add to this the experience of every day, that where these great highways proceed they carry physical and social blessings, and multiply the enjoyments of social life, and what State should be afraid or ashamed to promote them by every legitimate means in its power?

As these inducements are our in an imminent degree, it is believed that the *necessity* of availing ourselves of them is a sufficient guarantee of ultimate success.

I have thus submitted to you our condition and our prospects. It is not denied that much has already been done, as we can reasonably say, that more than one half of our stock can be fairly considered as made up; who amongst us is willing to bear the reproach of failure by supineness or inaction?

By a resolution of the Company at its last meeting, this was appointed the annual meeting of the Stockholders. It is therefore under the charter, the appropriate time for the appointment of Officers, and though the present Board were elected in June last for twelve months, yet they deem it proper to produce regularity in the elections in future, to vacate their offices at the Board for the purpose of having an election at this meeting.

Respectfully submitted,

W. W. HARLLEE, *President*.
Wilmington, Jan 19th, 1848.

The Wilmington Journal,
January 22, 1849.

9. PROCEEDINGS OF THE WILMINGTON & MANCHESTER RAILROAD COMPANY

The annual meeting of the Stockholders of the Wilmington & Manchester Rail Road Company, was held in Wilmington, on Thursday, the 18th day of January, 1849.

On motion of Mr. O. G. Parsley, Dr. Fred J. Hill, of the County of Brunswick, was called to the chair Wm. Hill and Dr. D. Gilchrist appointed Secretaries.

On motion, the Secretaries were appointed a committee to examine the certificates of those claiming to act as proxies, and to ascertain the amount of stock represented.

Meeting adjourned until half past 2 P. M.

Met according to adjournment. The committee reported that 2,598 shares of the Capital Stock were represented. Whereupon, the Chairman declared duly organized.

Gen Harlee, on behalf of the President and Directors of the Company, read their annual Report, which,

On motion of Mr. Wm. A. Wright, was received and ordered to be printed.

On motion of Mr. O. G. Parsley, Geo. Davis and G. J. McRee were appointed a committee to superintend the printing of the Report.

On motion of Gen Harlee, the report of the Treasurer was read and referred to a committee consisting of Rob't. Harlee and James Griswold.

On motion of J. E. Gregg, Messrs. Miller, Haynesworth, George McCall, Wm. A. Wright, Maultsby and Griswold, were appointed a committee to nominate a President and Directors for the ensuing year.

Committee reported, and in accordance with their nomination, the following gentlemen were unanimously elected:

Gen. Harlee, President.

J. Eli Gregg of Marion.

James S. Gibson of Darlington.

Geo. J. W. McCall of “

J. J. Moore of Sumter.

R. B. Muldren of “

Alfred Smith of Columbus, N. C.

H. Nutt of Wilmington, N. C.

E. B. Dudley of “

N. N. Nixon of “

J. A. Taylor of “

On motion of G. J. McRee, the meeting authorized the Directors of the Company to appoint a Clerk to assist the Secretary and Treasurer and General Agent.

On motion of Mr. Wm. A. Wright, the meeting adjourned, to meet at 11 o'clock to-morrow.

Friday, Jan. 19th 1849.

On motion of Mr. John A. Taylor, Mr. Geo. Davis was called to the Chair.

On motion, *Resolved*, That the next annual meeting of the Stockholders, be held at Sumpterville on the Wednesday after the 4th Monday, in Jan. 1850.

Committee to whom the Treasurer's report was referred reported “that they have carefully examined his vouches and find all correct.”

On motion, the report was accepted and ordered to be filed.

On motion, of Mr. Wm. A. Wright, it was

Resolved, That Mathew P. Mayes, D. B. McLauren and George McCutchen, Sen., of Sumpter District, S. C. M. S. McCall, B. F. Williamson and Rev. R. Campbell, of Darlington District, S. C. Gen E. B. Wheeler, Dr. D. Gilchrist and Dr. Robt. Harlee, of Marion District, S.C. Rev. Thos. A. Beatty, W. J. Graham, Col James Beatty, of Horry District, S. C. Thos. S. Memony, John Meares and Augustus Smith, of the County of Columbus, N. C. James R. Grist, D. D. Allen and F. J. Hill, of the County of Brunswick, N. C. J. C. Lee, John W. Powell and Thos. A. Norment, of Robeson County, N. C. John O. Daniel, Kinchen Council and Levi Meares, of Bladen Co., N. C. Dr. Wm. A. Berry, James T. Miller, H. Nutt, John A. Taylor, Miles Costin and O. G. Parsley, of the town of Wilmington. James Griswold, Willis Hall and Bagnau Barnes, of Wayne Co., N. C. J. M. Middleton, of the County of Duplin, and L. H. B. Whitaker, of the County of Halifax, be appointed commissioners in their respective districts of Country to solicit and obtain further subscriptions, to the capital Stock of the Wilmington and Manchester Rail Road Company.

On motion of Col. Jno. Mac Rae, it was

Resolved, That the Directors of this Company, be requested to ascertain the probable cost of transporting Timber and Lumber from Lumber river to Wilmington, and if deemed expedient that they shall have the grade with a view to the transporting heavy burdens between those points.

On motion of Col. Mac Rae, it was further

Resolved, That the Directors of this Company be instructed, in the construction of this road, to use an iron rail weighing not less than fifty one pounds to the yard.

On motion of Mr. Wm. A. Wright, it was

Resolved, That the Secretary be requested to digest and have printed in pamphlet form, the proceedings of this meeting, for the use of the Stockholders of the Company.

On motion, the meeting adjourned, *sine die*.

F. J. HILL, Chairman.

Wm. Hill,
Dr. D. Gilchrist,
Secretaries.

The Wilmington Journal,
January 26, 1849.

10. CITIZENS AND STOCKHOLDERS' MEETING

THURSDAY EVENING, Jan 18, 1849.

At a meeting of the Stockholders of the Wilmington & Manchester Rail Road and of the Citizens of Wilmington, convened at Masonic Hall, for the purpose of promoting the construction of the Wilmington & Manchester Rail Road.

On motion, John McRae, Esq., was called to the Chair, and W. A. Wright requested to act as Secretary.

Mr. David Reid, upon the call of the meeting, responded in an earnest and patriotic address.

Gen. W. W. Harlee, in answer to the call of the meeting, for an hour or more, enlightened and entertained the meeting in a speech of great eloquence and power, embodying a vast amount of information in connection with the proposed work.

The following Resolution was unanimously adopted:

Resolved, That the Directory of the Wilmington & Manchester Rail Road be instructed to complete the proposed line of Rail Road with as little delay as possible.

JOHN MacRAE, *Chm'n*.

WM. A. WRIGHT, *Sec'y*.

The Wilmington Journal,
January 26, 1849.

11. THE MANCHESTER ROAD

We take pleasure in publishing to-day the Report of the President of the new Road, for which it will be seen that though much remains to be done, a great deal has been accomplished towards the successful prosecution of this great work. At the late meeting Gen. W. W. Harlee was unanimously re-elected President, and the following gentlemen Directors for the ensuing year, viz: J. Eli Gregg, of Marion district, S. C., James S. Gibson and G. J. W. McCall, of Darlington district, J. J. Moore and B. B. Muldrow, of Sumter district, Alfred Smith of Columbus County, N. C., E. B. Dudley, N. N. Nixon, Henry Nutt and Jno. A. Taylor, of Wilmington.

The Committee for Soliciting Subscription may be found in the proceedings on 1st page.

The Wilmington Journal,

January 26, 1849.

12. FROM RALEIGH

Raleigh papers up to the 24th instant, have been received at this office. In our Legislative summary, will be found everything of importance that has transpired in the Legislature up to the 22d instant. It will be seen that the Central Rail Road Bill has only passed its 2d reading in the Senate, and that the Relief Bill has *not passed* the House of Commons. We learn from a private letter, received here yesterday, dated Raleigh, the 24th inst., (and we deeply regret to have to give the information,) that the course of the Legislature, for the last few days, has been anything but favorable to the final passage of the bill for the relief of the Wilmington & Raleigh Rail Road, and that it is also extremely doubtful about the passage of the Central Rail Road bill. Other accounts, however, assure us that both bills will yet pass the Legislature, probably with some slight amendments. We hope for the sake of the welfare of the State, that all is not yet lost, and that in our next we shall have the pleasure of announcing to our numerous readers the passage of both of these bills. The darkest hour is always just before day. Light must soon break forth. Much praise is due to our worthy friend, Mr. Ashe, and others, for the high and noble stand they have taken in our State improvements. We shall do them full justice in due time.

The Wilmington Journal,
January 26, 1849.

13. THE CENTRAL RAIL ROAD

On Thursday last, the bill to lay off and establish a Rail road from Goldsboro' to Charlotte, and providing for the repair of the Raleigh and Gaston Road, passed its 3d reading in the Commons by a vote of 59 to 53. We were not so fortunate as to hear Mr. Stanly's effort in favor of this bill, but it is spoken of on all hands as every way worthy of that gentleman's reputation as a public speaker.—We entered the Hall as Mr. Dobbin was addressing the House on the same side of the question. He took, as Mr. Stanly had done, the broadest grounds in favor of a general system of Internal Improvements; and every word which fell from his lips, appeared to sink home to the hearts of members and of the large assemblage in attendance. We quote from the Register the following brief account of this remarkably able and effective Speech:

“When we entered, the floor was occupied by Mr. Dobbin, and we regretted that we had lost a single sentence of his able and spirit stirring speech. He contrasted the poverty and desolation which our supineness had brought on us, in spite of great natural advantages, with the flourishing condition of States which had adopted liberal systems of Internal Improvements. He said that North Carolina should not hesitate to go in debt to the amount of three or four millions, in order to carry on extended, but judicious plans of improvement. We had nothing to do, he said, but to instruct the State Treasurer to advertise that North Carolina wanted to borrow four millions, and ten times the amount would immediately be offered her. The citizens of the little State of Massachusetts, which was not much larger than his pocket handkerchief, would alone lend us a much greater sum, and never feel it. “How,” inquired Mr. Satterhwaite, “is little

Massachusetts able to lend us so much money? How did she make it?" She is enabled to do so, replied Mr. Dobbin, because years ago she commenced, and has continued to carry forward an extensive system of Internal Improvements. It is because she has accomplished what we have yet to begin, that she has her millions to lend. With a territory less than one sixth part of North Carolina, she has now more population, and by actual assessment near four times as much wealth. The city of Boston alone is worth more than the whole State of North Carolina.

If North Carolina will imitate the noble enterprise of Massachusetts, said Mr. Dobbin, we some twenty years hence, may lend our millions to some far off frontier State, which then may be as needy as we are now.

Mr. Dobbin was frequently applauded by the members, in spite of the Chairman's efforts to preserve decorum. Indeed, a man must be stoically indifferent to the welfare of his State, not to be moved by such eloquent appeals."

We do not pretend (nor do we presume does the Register) to present any thing like a sketch of that gentleman's remarks; but we are happy to say that we shall have it in our power to lay them at an early day, in full, before our readers.

During the pendency of this most important bill before the House, other gentlemen spoke in its favor; and when its final passage was announced, the Hall of Representatives fairly shook with the applause of members and spectators. The hour was a momentous and exciting one, and seemed to be regarded as the harbinger of a brighter day for North Carolina.

Mr. Person, of Moore, spoke with much ability and eloquence in favor of some general system, but in opposition to the bill before the House. He said he would vote cheerfully for a single great State work; but he could not consent to attach to such a work appropriations for improvements of a local character.

Mr. Person, of Northampton, also spoke with his accustomed force and clearness, on the merits of the bill. Without submitting any opinion as to the expediency of a general system of improvements by the State, he was understood to be opposed to the bill under consideration, on account of the local works which it embraces.

When the name of Mr. Mosely, of Warren, was called, he rose and briefly stated his reasons why he should vote for the bill. They were such as reflect credit on his head and heart; and we have no doubt his course will be approved by the Democracy of Warren.

Mr. Shuford, of Catawba, also briefly stated his reasons for voting for the bill. He said he believed he was doing right; and while he accorded to his intelligent and respected colleagues the privilege of pursuing such a course as their own judgments and consciences dictated, he claimed nothing more for himself.

Mr. Sanders, of Johnson, also voted for the bill on its third reading. We know he differed from his colleague with regret; but we feel confident that he was actuated by an honest desire to improve the State and advance the interests of his constituents.

When the name of Mr. Trull, of Anson was called, he answered in the negative; but before the result was announced, he rose and said that he could not sit there and vote against his conscience, and so he asked leave to change his vote. He voted for the bill.

And now, one word to our friends. We believe we are all in favor of some system of State improvements, but we differ as to the time and manner. Let not this difference in opinion produce discord or irritation among ourselves. Why should we condemn a friend who cannot go with us for this or that project; or why, on the other hand, should we be censured because we desire to act now, and are willing to borrow money to develop the State's resources? And why should this section or that complain of our course, when we.....

The Wilmington Journal,
January 26, 1849.

14. THE OLD NORTH STATE FOREVER!

In the following spirited manner, the *Raleigh Register* of the 27th instant, details the scene in the Capitol on the passage of the Central Rail Road bill, and pays a well merited tribute to the firmness and patriotism of the Speaker of the Senate:--

GLORY ENOUGH FOR ONE DAY!

The Great Central Rail Road Bill Passed!!

We have the glorious heart-cheering news to communicate to-day, that the Central Rail Road Bill passed its third reading in the Senate, on Thursday evening, by the casting vote of the Speaker!

This is glory enough for one day. Every intelligent North Carolina will rejoice at this result. The hope, may now be indulged that the State will be redeemed from the thralldom of sloth and poverty. If this beneficent measure had been defeated, North Carolina would have lost almost every claim to the respect of enlightened communities, and many of her intelligent and enterprising citizens would have abandoned her in a body.

Great credit is due to the Speaker for the noble part he has acted, and we are sure that his independent and patriotic course will be appreciated by every generous breast, without reference to political predilections. We were particularly struck with his dignity and firmness at the moment of announcing the result of the vote, and of deciding the question in the affirmative.

The moment was one of intense interest.—The audience generally were ignorant of the views of the Speaker, and when he had announced that the Yeas were 22, Nays 22, the stillness was death-like, until the magical words, “the Chair decides in the affirmative,” relieved suspense. The applause which succeeded was deafening, and it was some minutes before order could be restored.

The bill for the relief of the Wilmington & Raleigh Rail Road, passed its 3d reading in the House of Commons on Thursday night.

The Wilmington Journal,
February 2, 1849.

15. THE CENTRAL RAIL ROAD

The various contradictory rumors concerning the fate of the bill introduced by the Hon. Wm. S. Ashe, the Senator from this County, to establish a Rail Road from Goldsborough to the extreme Western part of the State, with liberal appropriations for various other sections of the State, and which have alternately filled the public with hope and fear, have at length assumed a definite and authentic shape. We now announce its success in both branches of our Legislature. The State is to subscribe two millions of dollars to the work, and individuals are required to make up one million. The bill had previously passed the House, as stated in our last paper, and it has since passed the Senate, by the *casting vote of the Speaker*, Hon. CALVIN GRAVES, the Democratic member from Caswell.

Thus has been achieved the passage of a measure, the most important, by far, to the interests of the whole State, which has been, or probably will be, for many years, proposed. While to the influence of Democratic members may fairly be ascribed its introduction and the vote which secured its final passage, it is peculiarly gratifying to state that the result is attributable in no small degree to the exertions of leading men in both parties. Dobbin and Stanly in the House, Ashe and Woodin in the Senate, will share with each other the honor of being its advocates.

But while such is the case, no little credit seems particularly due to our own distinguished Senator, who after, and notwithstanding the decisive defeat of another scheme, introduced under the highest official sanction, and when the friends of Internal Improvement had already in contemplation the propriety of a called session, succeeded so admirably by this bill in reconciling the views of members, and by judicious modification and liberality, applied to various sections, brought them to join at last for the good of the whole.

The people of the West have now, it is hoped, reason to be satisfied of the friendly disposition of the East towards them. In fact, such seems to have been the cause for the feeling evinced in the passage of the bill securing relief to the Wilmington & Raleigh Road.

These measures promise the dawn of a new era to North Carolina. The people seem to be awaking at last to a sense of the necessities of their position, and their representatives are taking advantage of it for the perfection of a general system of Internal Improvement, commensurate with the wants and requirements of the State.

The Wilmington Journal,
February 2, 1849.

16. [notices]

PUBLIC ACTS.

Passed by the Legislature of North Carolina at the Session of 1848 & '49.

1. An act to incorporate the North Carolina Rail Road Company. [Provides for a Rail Road from Goldsborough, in Wayne County, by way of Raleigh and Salisbury to the town of Charlotte, capital stock of the Company to be three millions of dollars—two millions to be subscribed by the State, and one million by individuals. The State's part of the subscription to be raised by the Treasurer's issuing certificates, binding and pledging the State for the principal of said debt to be redeemable at the end of thirty years; and said certificates of debt not in any event to be put in market below par. As soon as the sum of one million of dollars have been subscribed, the subscribers shall be incorporated into a Company, and the Stockholders shall meet at Salisbury to elect Directors and enact bye-laws for the government of said Company. The affairs of the Company to be managed by a board of twelve Directors—to be appointed by the State and the Stockholders in proportion to their stock subscribed. It is further provided that for the purpose of obtaining subscriptions to put the Raleigh and Gaston Rail Road in good order, books shall be opened at various points; and when the sum of five hundred thousand dollars shall have been subscribed and expended on this Road, in laying it down with heavy T iron, &c., then one half of said Road, with all the property appertaining to it shall be transferred to said subscribers, and the Stockholders and obligators of the said Road shall be forever discharged from all liability to the State. And if the said subscribers shall fail to accept the conditions of this act, and comply with it, in that case then all the benefits of said act shall be granted to other persons, who shall be a body corporate as said subscribers would have been. Provision is also made in certain contingencies, for extending the Gaston Road to Weldon.— Said bill also appropriates \$40,000 for improving Neuse river, and \$25,000 for Tar River; but said money not to be paid out until operations have been commenced on the North Carolina Rail Road. And all the works hereby provided for, must be commenced within three years, and finished in ten, or the charter will be forfeited.]

24. An act concerning the Wilmington and Raleigh Rail Road Company. [Provides that the Company be authorized to mortgage the Road for the sum of \$620,000 to raise money to repair the same; and gives a priority to this mortgage over the State's holding as former mortgage. Also, extends the credit on the bond of the Company for ten years.

PRIVATE ACTS.

[notices.]

An act to incorporate Tosnot Depot and Hickory Grove, in Edgecombe county, and a town by the name of Wilson.

17. THE LEGISLATURE

This body adjourned on Monday last, after a session of 71 days, having passed 29 public acts, and 128 private acts, besides a number of resolutions, &c.

We had the pleasure on Tuesday of taking by the hand our worthy Commoner, N. N. Nixon, Esq. Mr. N. looks remarkably well after so long and laborious a session as that just concluded, and he will of course now soon recover all his accustomed health and vivacity. As one of our immediate representatives, we are pleased that the opportunity has been afforded him of rendering various and important services in the Legislature, and particularly in the cause of Internal Improvements, of which, with his worthy colleague, T. H. WILLIAMS, Esq., he has been always a firm judicious, and consistent advocate.

The day will come yet, when, in the full enjoyment of all the blessings which these gentlemen and their associates have endeavored to secure to North Carolina, that it will be a proud designation to have been of the Legislature of '48-'49, and to have acted and voted in the spirit becoming the representatives of an enlightened and awakened constituency.

The Wilmington Journal,
February 2, 1849.

18. THE MANCHESTER ROAD

We understand from the Resident Engineer, Mr. Fleming, that the Directors mean to signalize the beginning of the new road *at this end*, to connect with the works now in progress at the other, by associating it with the anniversary of the birth of Washington, and the battle of Buena Vista. It is to be stipulated in the contract that the first spadeful of earth at this end shall be removed on the 22d February next. We respectfully suggest to the parties concerned, that so important an event should not be suffered to pass in silence. There ought to be a public celebration in its honor. Nothing could be more appropriate.

We understand that contracts have been let out on favorable terms, for grading 15 miles of this end of the Manchester Road, commencing at Brunswick River. Mr. J. BALLARD, for himself, and Mr. WILLIAM WILSON and others, are the contractors.

We learn that the Board of Directors of the Wilmington and Manchester Rail Road Company have separated the office of General Agent and Secretary and Treasurer, and have elected J. M. TIMMONS, of Darlington District, S. C., General Agent, and JOHN McRAE, Jr., of Wilmington, Secretary and Treasurer. The offices are located at Marion Court House, South Carolina.

The Wilmington Journal,
February 2, 1849.

19. MAIL ROUTE TO MARION, S. C.

A memorial was circulated in the beginning of the present week, for signatures, in Wilmington, to the Postmaster General, asking the opening of a new mail route from Wilmington to Marion Court-House, S. C., via Whitesville and Fair Bluff, in consequence of the greatly increased correspondence between this place and the upper districts of South Carolina, and in anticipation of the still larger increase which will follow the erection of the Manchester Road, now in progress. The distance is only 90 miles, and takes up 15 days sometimes, when it ought to be traversed by a regular stage in two days.

The Wilmington Journal,
February 2, 1849.

20. THE INTERNAL IMPROVEMENT QUESTION

We notice with much regret, that while the whole press of North Carolina, with unexampled unanimity, are applauding the course of the majority in the recent Legislature, upon the question of Internal Improvement, that one of the journals of our own party does not seem quite so well disposed to join in the universal sentiment of approval.

The Fayetteville Carolinian, of the 3d inst., does indeed, it seems, anticipate that the passage of the bill to construct a Rail Road from Goldsboro' to Charlotte—a Plank Road from Fayetteville to Salisbury—and containing appropriations of money for the Tar and Neuse Rivers; involving as it necessarily does, an increase of the present revenue of the State, will meet with much favor, and at the same time, “disapproval among the people,” and that its passage may enter into the politics of the State; but we do not understand the Editor of that paper to assert that there are any persons in Cumberland who are insensible to the benefits proposed by that measure, or already prepared to denounce and proscribe those who were more particularly prominent as its advocates and supporters. Such an opposition would, indeed, come with bad grace from a county whose distinguished Commoner, (Mr. Dobbin,) representing as he was supposed to do, the views and wishes of a majority of her citizens, pleaded for the passage of the bill with so much eloquence and success. We hope that the Carolinian is misinformed, and that an attempt so absurd as to identify the great Internal Improvement measures of the last session with this or that party, will not be made. There is no fact more notorious, than that their success is attributable to neither one of them, but is the joint result and productions of the labors of both. We cannot anticipate the *legerdemain* by which such an attempt will be supported.

The leading men in both the Whig and the Democratic ranks—Ashe and Woodfin in the Senate; Dobbin and Stanly in the House, share equally the honors and the responsibility of its adaptation. Party distinctions seemed, for the time to be forgotten. The voice of the people was heard, and for once it was truly represented and faithfully obeyed. Whigs and Democrats in the Legislature emulated each other in a glorious effort for the redemption of the State from the thralldom of indolence, supineness, and inactivity, and the development of her rich resources of mineral and natural wealth. Mere *party* political trammels had little to do with it. We are not surprised that the Carolinian should think there are some among the people who will disapprove

of it. There are some persons who would disapprove of any law, no matter how wise or beneficial. It is neither practicable nor desirable that there should be perfect unanimity. William Cobbett once said that difference of opinion was necessary to liberty and independence, and the opponents of these measures are welcome to their freedom and independence, but we will be glad to hear that it is to such only that the Carolinian has reference.

With regard, however, to the remarks in the Tarboro' Press, of the same date, in this connection—although from the course which the views of the Edgecombe delegation prompted them to adopt, in relation to this bill, we did not anticipate much favor for the system of Internal Improvement therein proposed, nor in fact do we believe that *any* proposition for Internal Improvement would have been more successful—we hope to be permitted to say, that we cannot comprehend in what manner a proper allowance for an honest difference of opinion, or a regard for the usual accuracy of the statements of that highly respectable journal, can justify the charge that these measures were “hastily, inconsiderately, and imprudently adopted;” nor are we at all prepared, in view of the whole history of the measure, to admit that “no opportunity has been presented to the people of expressing their assent or dissent” thereto. Such a construction of the conduct of the last Legislature would be doing great injustice to some of the wisest men, not only of our party, but in the State.

The truth is, that for many years a painful sense of the inconveniences and danger to which we were exposed, from the want of the facilities, now for the first time recommended, had impressed the minds of both parties with the necessity of adopting some method of precaution and relief. The subject is no new one. We were daily witnessing the emigration of our citizens and the retrogradation of the State. In these days of progress, when to stand still in the race of improvement is to lose ground, and finally to be submerged or shipwrecked, North Carolina had the mortification to feel that while other States were rapidly advancing in all the elements of public wealth, respectability, and prosperity, she alone was idle and indifferent. Her citizens abroad were ashamed of the place of their birth—her name became a by-word of reproach, and her vast agricultural and mineral resources, unrestrained and uncultivated by judicious legislation, went to swell the revenue and increase the importance of the neighboring States. It was under these circumstances that the spirit of Internal Improvement took rise. Conventions were held at various points of the State, in which the different sections and parties were fully represented, and they all joined in recommending to the Legislature the adoption of some General System.

But if the people were thus fully apprized of the movement, and their assent may fairly be presumed, from the cordiality and promptness of their co-operation—without any distinction of party—it would be unjust to deny or conceal that in these convention, and in the primary assemblies of the people, the leading members of the Democratic party in particular, took an active and distinguished part. The cause was supported—the system defined, expounded, and defended, with all the energy and eloquence of such men as HENRY, SAUNDERS, AND HOKE, not to mention others who have since zealously and consistently maintained the same doctrines.

And during the late Gubernatorial canvass, what was the position of our party? Will it be denied that the question of Internal Improvement then came before the people? That it was

discussed, enlarged upon and examined with all the attention its importance and prominence demanded? The Democratic speakers and journals throughout the State, and the democratic candidate for governor in particular, did not hesitate to avow themselves in favor of some General System of Internal Improvement commensurate with the wants and requirements of the State. The objections that were constantly urged before the people to the Whig party in this particular, were founded on the reckless extravagance and mismanagement which they displayed in the works of Internal Improvement which were begun, established and assisted under their auspices. We have never understood that, throughout that canvass or any previous one, the principle of opposition to all Internal Improvement by the State, was ever avowed or maintained by any respectable portion of our party or the people. The objection was to the sectional, useless and clumsy forms in which legislation upon this subject appeared—never to the principle! We denounce in no measured terms, the recklessness and mismanagement with which these partisan schemes of sectional Improvement were conducted; but at the same time every occasion was taken for the avowal of our desire for some safe and judicious system; general in scope, and calculated for the benefit of the *whole* State.

It is true, that at a meeting of the Legislature, and down to a very recent date, we had not anticipated that the period had arrived, when it was proper to undertake this system. We thought it right, however, that the State, being already deeply interested in the fate of the Wilmington Road, should take some measures to secure that line from impending ruin. She owned \$600,000 of the stock, and as a measure of precaution we recommended aid in some shape to the Manchester Company. We were willing that indulgence should be extended to the public debtors for stock on the Gaston Road. In these recommendations, we contemplated no more than a transfer of the fund already invested for the benefit of the fund itself; and in the event of the construction of the Manchester connection—now quite certain—we saw the approach of the period, when the State might safely re-invest, and perhaps increase the investment, and develop the outlines of a more general and liberal system.

This was our position. Many of our friends thought differently. There was something in the aspect of the times, that, in their judgment, called for immediate action. The people all over the State were, with unexampled unanimity, calling upon the Legislature to devise some plan by which the rich products of the western country could find a market within our own borders. Applications for assistance to various sectional plans were under consideration, and whether they were opposed or favored by the party, would tend to its injury, and, perhaps, the abandonment of its cherished position. If they were passed by Democratic votes, our position with regard to previous schemes would be liable to misconstruction and misrepresentation. If they failed through the same influence, we were in danger of being accused, with justice, of want of fidelity to our pledges, and glaring inconsistency. The moment was propitious in another view, and that, the equal balance of parties in the Legislature. Our friends thought that the time had arrived, when, under all these circumstances, they might, with safety and entire propriety, propose the adoption of the General System.

On an examination of the provisions of the general Internal Improvement bill of the last session, general Internal Improvement bill of the last session, commonly known as “the Central Rail Road bill,” together with the circumstances to which we have just alluded, our readers will be able to judge whether, in yielding our assent to the convictions of its necessity and propriety,

we have been guilty of any tergiversation or inconsistency. We can only say, that if, in giving ot that zealous support which we have denied all former schemes, we have fallen into error, the error has been of the head, not of the heart.

We felt that the moment in which the members of the Legislature, shaking off the trammels of party, had suffered the true interests of the State to acquire its proper ascendancy in her councils, should be distinguished by some measure honorable to the event and faithful to their professions and pledges before the people.

Such a measure, we were persuaded to consider the great Central Rail Road bill; and it does seem, that if we are but true to ourselves, with the exercise of a little energy, industry, and discretion, the day is not remote, when, from the period of its passage, happily signalized by a triumphant vindication of Democratic attachment to the true interests of the State, our citizens may see the dawn of a new era in her prosperity and advancement.

The Wilmington Journal,
February 9, 1849.

21. NORTH CAROLINA RAIL ROAD

We give below the Yeas and Nays upon the final passage of this important bill in the Senate:

Those who voted for the bill are, Mssrs. Ashe, Bell, Daniel, Davidson, Gilmer, Hargrove, Hawkins, Joyner, Lane, Lillington, Miller, Murchison, Patterson, Rowland, Shepard, Smaw, Thomas, of Davidson, Thomas, of Haywood, Thompson, of Wake, Washington, Woodfin and Worth—22.

Those who voted against the bill are Messrs. Barnard, Bethell, Bower, Collins, Conner, Drake, Eborn, Exum, Faison, Graham, Hester, Kendall, Move, Rogers, Smith, Speight, Spicer, Walker, Ward, Watson, Willey, and Wooten—22.

The Senate being tied, Mr. Speaker Graves, voted in the affirmative, and the bill passed its third and last reading.

It will be perceived that 45 votes were cast, Mr. Thompson of Bertie, had been called away from the City some ten or twelve days before the vote was taken. He would probably have voted against the bill, as would perhaps Mr. Halsey of Tyrrell, who was confined to his room by indisposition. Mr. Albright, the Senator from Chatham, was understood to be unfriendly to the bill; be we have heard, would have voted for it under instructions. Mr. Berry did not vote, owing to his peculiar circumstances, but was opposed to the bill. Mr. Reich, the Senator from Stokes, was absent—we know not how he might have voted.

Had the Senate been full, therefore, the bill could hardly have passed that body. Much as we rejoice at its passage, we cannot fail to see the very narrow risk it ran. Let the people go to work with alacrity to approve and ratify.—*Raleigh Times*.

The Wilmington Journal,
February 9, 1849.

22. [Notice.]

We have been furnished by Gen. MARSTELLER, Clerk of the Court of Pleas and Quarter Sessions, with copies of two acts passed at the recent session of the Legislature, which are of interests to our citizens. They will be found in this day's paper.

The Wilmington Journal,
February 16, 1849.

23. CHANGE OF SCHEDULE

The schedule for the Mail from Strickland's Depot in Duplin county, to Gravelly Hill, in Bladen county, has been changed so as "to leave Strickland's on Friday after the arrival of the Mail from Wilmington" By this means our subscribers in that section will receive their papers three or four days earlier than heretofore.

The Wilmington Journal,
February 16, 1849.

24. [Notice.]

{For the Journal.}

P. OFFICE, STRICKLAND'S, Feb. 25, '49.

To the Editor of the Wilmington Journal:

Dear Sir:--Please insert the following notice from the Post Office Department in your paper, which I am certain will be acceptable to the Public:

Sir:--The following is the Schedule for Route No. 2831—"Leave Strickland's every *Friday*, on the arrival of the cars from Wilmington, say 2 P.M.: arrive at Gravelly Hill every *Saturday* at 2 P.M.: leave Gravelly Hill same day at ½ past 2 P.M.: arrive at Strickland's on *Monday* at 2 P.M."

N. B. On this route, the day has been changed from Monday to Friday; and the time of arrival here, from Wednesday to Monday. This route includes the Offices of Six Runs, Taylor's Bridge, Lisbon, and Gravelly Hill. This change will meet the wants of the community, with the exception of those who may take Fayetteville papers, and that will be remedied when that route is established from Gravelly Hill to Fayetteville.

Yours, respectfully,

W. M. SHERWOOD, P. M., *Strickland's*.

25. MANCHESTER RAIL ROAD

From the last number of the Marion (S. C.) Star, received at this office, we learn "that at the giving out of contracts at Gregg's Store, on the 1st instant, the entire distance from Lynch's Creek to the Pee Dee River was taken up at the estimates of the Engineers. We are also informed (says the Star) that a good feeling was manifest, and quite a number of persons came forward to subscribe who had not done so previously, and several who had been subscribers increased the number of shares. The prospects of the Company seem brighter now than at any previous period, and if the balance of the contracts of the contracts are given out to the same energy and character, we have not the slightest doubt of its speedy completion. All the contractors will be at work by the 1st of March. The surveying party of Engineers reached the village from the river some days ago, having located the road to this place.—They proceeded to the Little Pee Dee to select a proper location for crossing that river. From thence they will survey the line to this place, and put the remainder of the road under contract at as early a date as the estimates can be made up."

The Wilmington Journal,
February 16, 1849.

26. THE CENTRAL ROAD.—FIRST MOVE

We are gratified to learn from the *Salisbury Watchman*, that a spirited meeting was held in Salisbury, Rowan county, on the 8th instant, "for the purpose of deliberating about the Road, and adopting such preliminary measures as will tend to awaken a proper public feeling on the subject." In a prescript, the *Watchman* says:--

"We stop the press a moment to say that one of the most interesting Rail Road meetings imaginable has just closed. Such unanimity of sentiment, cordiality of feeling, and all tending to the glorious achievement of the Central Rail Road project, and the other schemes of improvement, we have never witnessed. We have only room to say that the Hon. D. F. Caldwell, was President, A. Henderson, and others, Vice Presidents; and that we had a speech from J. A. Lillington, one from Jas. W. Osbourne, Rufus Barringer, His Hon. Judge Ellis, J. L. Clemmons, B. Craig, H. C. Jones, and J. Clarke, all of which were truly happy."

So we see that the people of Western Carolina are determined to do their duty—their whole duty—as regards the consummation of this great, this glorious State work. What do the people of the East say? What do the people of Newbern say? What do the people of our own Wilmington say? Are they will to rest quietly on their oars, and leave the whole, the undivided, glory of this undertaking in the hands of our Western friends? Such a supposition would be a gross slander upon their energy and patriotism. As Mr. Speaker Graves has been reputed to say., this is “truly a great State work,” and any true-hearted son of Carolina must blush to see it fail. We would most urgently call upon the citizens of Wilmington to take this subject into deep and serious consideration. Assemble together in council, and adopt the readiest and the most practicable method of having the route surveyed, and the necessary proportion of subscription taken to ensure its completion. Wilmington is, and must be, the great outlet of these great State arteries, and her citizens must indeed be blind not to be alive to the importance of the completion of this work.

The Wilmington Journal,
February 16, 1849.

27. [Notice.]

The Portsmouth Chronicle says that the schooner Thompson arrived at that port from Boston a few days since, loaded with T iron for the Seaboard and Roanoke Rail Road.

The Wilmington Journal,
February 16, 1849.

28. THE 22ND FEBRUARY

This day, memorable for two of the most remarkable events in our history, the birth of Washington, and the battle of Buena Vista, will derive hereafter a local association of a highly interesting character.

The occasion was seized for the purpose of celebrating the opening of the new Rail Road to Manchester.

While we write the loud boom of the cannon, and the sounds of martial music, announce the fact that in the presence of a large number of citizens of both sexes, the first spadeful of earth is being removed in the construction of the Manchester Road. That it may not prove a failure is the sincere wish of every patriotic heart. Honor to the public spirited citizens who have succeeded in pushing on the enterprise so far, under circumstances which might have caused others less enterprising to falter or despair. Never give up! Onward is the word! Onward until the rich productions of South Carolina and the western part of our own State are opened to our energy, and their citizens are crowding to our own Wilmington, to foster and encourage the indomitable enterprise of her citizens. Onward until we have a port worthy of the State! Onward

is the word from henceforth and forever, until the good old State is redeemed and assumes her proper place in this proud Confederacy!!

The Wilmington Journal,
February 23, 1849.

29. THE CENTRAL RAIL ROAD

From an advertisement in the Salisbury Watchman of the 22d instant, we notice that Books for subscription to the Central Rail Road will be opened at Salisbury, on the 15th of the present month. If we are to understand the Watchman, as representing the feeling of our fellow-citizens in that section of the State, we can certainly see no very great obstacle in the way of a speedy commencement of this important work. The paper says that the subject is growing rapidly upon the affections of enterprising and business men of that section. "Men who have landed, mineral, or other property to be enhanced by the construction of this work are, we find, bringing themselves by degrees, but surely, to a point of action; and we have no doubt in this world that unless the men of small means is active in putting in his subscriptions, capitalists will clutch this prize. We understand that a considerable number of men of means in a adjoining county and hereabouts, *have declared that they will each form one of a company to consist of one hundred who shall take the whole stock*. When men begin to talk that way, we may depend upon it they are prepared for action; and we may also rest assured that they have bright expectations in the future, backed by certainty of success."

The Wilmington Journal,
March 2, 1849.

30. NORTH CAROLINA RAIL ROAD

From the North Carolina Standard.

Mr. Editor: I have heard a little objection to two provisions in the North Carolina Rail Road Charter, which, correctly understood, are not only right and proper in themselves, but are absolutely necessary, in order to preserve the credit and interest of the State from trifled with.

One of there provisions requires the entire million on the part of individuals to be subscribed, and five per cent, paid thereon, before the company can organize. The other (as understood,) requires \$500,000 of their subscriptions to be paid before the State is ???led on or pays any thing. Why, it may be asked, these stringent requirements? The reason is this: The Road will be worth comparatively nothing unless *completed through and through*—at least from Raleigh to Charlotte. The State is unwilling to lend her credit and purse to individuals in a work of such magnitude, until every assurance is given by them of the speedy and complete success of the enterprise. Suppose the company could organize with a \$100,000 or even \$500,000, and could at once call upon the State for its proportion. They could commence work, and after exhausting these funds might choose not to proceed with the enterprise, or might be unable to do

so, for want of means. Where would the interest of the State be? Every dollar of that interest would be worse than lost. But how will the \$500,000 be paid in? There is no sort of difficulty in this matter.—With five per cent paid on the \$1,000,000 ample assurance is given of the zeal, energy, and solvency of the subscribers. The company organizes—employs engineers—locates the line, and on the faith of this million of solvent subscriptions the company is enabled to let out contracts for grading (to its stockholders or others,) and takes bond and security for their performance. It then calls on the State—she pays her \$1,000,000, and the work goes right ahead. The other \$1,500,000 will complete the Road. Three millions will be amply sufficient. And the provisions of the charter protect the State against any contingency, and will in no way retard the work or oppress the stockholders. Let the friends of this great North Carolina enterprise cease to doubt—cease to quibble and complain. All's right. Let us go to work. The people are ready for the call. No one scheme of Internal improvement in this or any other State ever enlisted so much popular enthusiasm.—Men of all means are going into it. In the West many wealthy gentlemen are talking of monopolizing the whole investment. But the masses are for having a share, besides getting employment for labor and a market for produce. I repeat, all is right—go ahead!

CARLTON.

The Wilmington Journal,
March 23, 1849.

31. RAIL ROAD MEETING

We learn from the Hillsboro' Recorder, that a very respectable meeting was held in that place on the 15th inst., on the subject of the Central Rail Road. The meeting was addressed by ex-Governor Graham, and Giles Mebane, Esq. and a committee of twelve appointed to attend the Rail Road Convention, to meet in Salisbury in June next.

The Wilmington Journal,
March 30, 1849.

32. NORTH CAROLINA AND GASTON RAIL ROADS

The Commissioners appointed by the act of the late Legislature, have advertised that separate Books of Subscription to the Stock of both will be opened at Raleigh on the 19th of April, on which day it is proposed to hold a general Internal Improvement Convention in that city.

The Wilmington Journal,
March 30, 1849.

33. NOTICE!

ENGINEER'S OFFICE, WILMINGTON & MANCHESTER RAIL ROAD,

APRIL 3D, 1849.

SEALED PROPOSALS will be received, addressed to the undersigned, at Whiteville, Columbus county, N. C., until Monday, the 16th inst., for grading that portion of the Wilmington & Manchester Rail Road between Livingston Creek and the Little Pee Dee River.

Also for the Timber for the Truss Work within that distance.

Stockholders who desire to work out their subscriptions on this portion of Road, are requested to make application on or before that time. Pro???? &c. of the line may be seen on application... J. Moylan, Principal Assistant Engineer, on the line, or the undersigned, at Whiteville, on the 16th inst.

L. J. FLEMMING,
??s,t Eng. Wilmington & Manchester Rail Road.
April 6, 1849—[30-2t

The Wilmington Journal,
April 13, 1849.

34. WILMINGTON & MANCHESTER RAIL ROAD

We learn that the contracts for the grading of this Road were let out at Whiteville, on Monday last, the 16th instant, under the supervision of Mr. Fleming Resident Engineer. The entire distant from Livingstone Creek to Whiteville, and a large portion between the latter place on the State line, was taken on favorable terms.

The location of the entire Road was finished on Tuesday last.

The Wilmington Journal,
April 20, 1849.

35. ACCIDENT TO THE RAIL ROAD

We regret to learn that a serious accident happened to the Wilmington and Raleigh Rail Road, on Tuesday evening last, by the burning of 340 or 360 feet of trestle work on this side of Rock Fish Creek, about 34 ½ miles from this place. The fire is supposed to be the result of accident. The damage will be repaired immediately, so as to occasion but little detention or inconvenience.

The Wilmington Journal,
April 27, 1849.

36. REPAIRED

The damage to the Rail Road, occasioned by fire a short time since, has been repaired, and the trains arrive punctually as heretofore.

The Wilmington Journal,
May 11, 1849.

37. WILMINGTON AND MANCHESTER RAIL ROAD COMPANY

The Directors of this Company had a special meeting at Charleston (that being a point of convenience for the greater number) on Saturday last. The principal object of the meeting was to come to an understanding with the Directors of the South Carolina Rail Road Company in regard to the junction of the two Roads. It was determined to leave the whole matter to the discretion of the Engineers of the Roads, to arrange as they may deem best for the interests of both. The South Carolina Company offer to take the Stock of the W. & M. Company in payment for the transportation of materials, (iron, &c.,) necessary for the construction of the Road of the latter.

Chronicle, Wednesday last.

The Wilmington Journal,
May 25, 1849.

38. [Notice]

Mr. A. J. DeRosset, Jr., of this town, was one of the passengers in the Steamer America, which left New York on Wednesday last for Liverpool. He has gone to England to purchase Iron for re-laying the track of the *Wilmington and Raleigh Rail Road*.

Chronicle.

The Wilmington Journal,
May 25, 1849.

39. FIRE

An alarm of fire on Saturday last, proceeded from a large wooden building, situated a little north of the Rail Road Depot, and used as a Lampblack manufactory. The building, together with all the fixtures, &c., was totally destroyed. The energetic exertions of the firemen were successful in saving the surrounding property. The Distillery of Mr. Jeffereys was in

considerable danger, and nothing but the greatest exertions saved it. The loss is estimated at about \$5,000. The establishment was owned by five or six different persons.

The Wilmington Journal,
June 1, 1849.

40. INTERNAL IMPROVEMENT MEETING

The Central Rail Road Convention meets at Salisbury on the 14th inst. We have received a letter from a leading friend of the Road in the Western part of the State, dated at Salisbury, requesting us to urge upon our people the propriety of being represented in that Convention. The people of that section, our correspondent says, look to Wilmington to lend at least her sanction to the work, if no more. He seems sanguine in his anticipations of the Road being made. We would suggest to our citizens the propriety of holding a meeting for the purpose of appointing delegates on Tuesday evening, the 5th inst.

The Wilmington Journal,
June 1, 1849.

41. [Notice]

At a meeting of the subscribers to the plan of improving the Newbern road, held at the Masonic Hall last evening, on motion of J. A. Taylor, Esq., Jas. T. Miller, Esq., was called to the Chair. After various suggestions to the meeting by Messrs. Taylor, Polley, Conoley, and Burr, it was moved and carried that the Chair should appoint a Committee of three, who shall have full power to collect subscriptions and carry on the work in a thorough manner. Messrs. E. P. Hall, S. P. Polley, and J. J. Conoley, were accordingly appointed by the Chair as such a Committee. On motion of J. A. Taylor, Esq., it was ordered that the proceedings of the meeting be published, and then the meeting adjourned.

J. R. BLOSSOM, *Secretary*.
May 29th, 1849.

The Wilmington Journal,
June 1, 1849.

42. WILMINGTON AND MANCHESTER RAIL ROAD

The above enterprise with which, comparatively speaking, few of the citizens of this portion of the State are familiar, goes bravely on. This Road, when finished, is destined to become the great route for travelers going North or South.

We have been kindly permitted to make the following extract from a letter received here from a gentlemen connected with the road:

“Our road is getting on gloriously; the whole line is now under contract for grading, and a great deal of the timber is contracted for—*all for stock*.

“I venture to say that the Wilmington and Manchester Rail Road will leave its sister Roads now in course of construction in the State, far behind. The Board of Directors have restricted us to the use of iron weighing not less than 51 lbs per linear yard—the weight of that used on the Camden Branch. The Road passes over a tolerably level country, giving us but a few heavy cuts or embankments, and our maximum grade only 30 feet per mile. We have to cross the Pee Dee Swamp and River at an elevation of about 25 feet, a distance of two miles. Our Bridge across the river is to be built upon stone piers.

“This Road has been attracting but little attention in the State, but it has been pursuing the ‘even tenor of its way,’ gradually acquiring strength, till now it craves no attention. When the Legislature of North Carolina again meets, we will receive from that State the subscription of \$300,000.

“This Road is to be built; make my word.”

Columbia Daily Telegraph.

The Wilmington Journal,
June 1, 1849.

43. RAIL ROAD TRAVEL

The annexed table exhibits the number of persons who have traveled North and South, over the entire line of the Wilmington & Raleigh Rail Road, for the six months ending with March last.

Also, the number of local or way travelers for the same period:

Months.	North.	South.	Way.
1848.			
October,	227	892	2258
November,	210	544	2095
December	288	431	2800
1849.			
January,	424	379	2343
February,	688	452	1898
March,	<u>591</u>	<u>851</u>	<u>2108</u>
	2428	3549	13,502

Commercial.

The Wilmington Journal,
June 1, 1849.

44. WILMINGTON AND MANCHESTER RAIL ROAD

The Board of Directors of this Company at their recent meeting in Charleston, it was perceived by the article from the Charleston Mercury, copied in our last issue, have made arrangements, mutually satisfactory, with The South Carolina Rail Road Company....junction of the two roads, and the President of the South Carolina rail Road Company subscribed, in the name of the Company \$20,000 in the stock of our Road, to ...in the transportation of iron and material on their Road, which of course is equal in any sense, to money, as the freights of ...are usually for cash.

The Board have order contracts...made for the completion of the entire...including timbers, superstructure, bridges, depots, water stations, &c., if they can.....out to be paid for in stock, with a view of increasing the subscription as soon as practicable to \$750,000, which is a necessary prerequisite to obtaining the subscription of the State, which is \$200,000. This latter...as soon as the Company are ready for it.....be appropriated to the purchase of iron...very low in England) to be laid on the ... forty miles of Road, from the Camden...and it is not doubted when that much is...the laying of the iron, to the Great Pee Dee will soon follow, and the Road go into operation from that point. It is a matter of the highest importance then to the Company....especially to the Stockholders andin that section, to use every means tothe subscription to \$750,000 at an early day as they will not only have the benefit of the Road, but will be assisted by its income....on and complete the rest.

Our North Carolina friends are pushing zealously forward. The Board of Directors of the Wilmington and Raleigh Rail Road Company have passed a resolution *unanimously* to subscribe \$100,000 to the stock of this Company, and no doubt is entertained that the State of North Carolina will come to her aid, and commence the eastern end of the road, and have it in progress at the time that our end is progressing. We are informed that in Charleston, among the citizens of influence and position, the very best prevail towards our Company. we will not look in vain for subscriptions from that quarter to help us out. The Mercury but expresses a general sentiment....liberal community in the city, when it speaks of the success of our enterprises as a subject...."sincere congratulation." Why should it not be to all? traversing as it does a section of country, blessed with a population,.....and climate, known to few.....rich in its undeveloped resources, and.....within its bosom the best elements formoral and physical elevation, is there...who does not sincerely rejoice at the of the consummation of a work holding so many inducements and stimulants...enterprise and industry, offering so many....facilities to social intercourse, and open...many channels of intelligence. Should...be one among us unwilling to contribute something from the means with which Providence has blessed him, to aid in its speedy accomplishment, let it be remembered that a subscription to the stock is no gift to the Company, but an investment that must...an income in *money* that ought to satisfy...stockholders, and that it will be like "...cast upon the waters," top return after....days, richly freighted with blessings....contributor and the community

Marion (S. C.) Star.

The Wilmington Journal,
June 15, 1849.

45. NATURAL CURIOSITY

A very curious specimen of fossil remains has been deposited in our office for inspection, by A. L. MOORE, Esq., of this county. Mr. MOORE informs us that it was found in Duplin, about four miles from TEACHEY'S Depot, while digging a ditch on the lands of HOSEA J. MURRAY, Esq., and about six feet from the surface. We are by no means skilled either in comparative anatomy or geology, and can make nothing out of it, if we except this paragraph. The bone, or whatever it is, must be over four pounds in weight, and has some resemblance to the tooth of a Mastadon. MR. MOORE is under the impression that it is the tooth of some extinct monster. Thank Heaven that it *is* extinct, for a "critter" that could carry such a tooth, would be worse than the cholera, and not only kill, but eat us up without preface or apology. Our own candid opinion about the bone is, that it is a part of "the oldest inhabitant," a fabulous gentlemen who existed before the flood, when he and his "recollection" were both lost, for who ever saw the "oldest inhabitant," or knew anything to happen "within the recollection", &c. It is an extinct race, certainly, and this is a remnant thereof.

The Wilmington Journal,
June 15, 1849.

46. TRAVELLING POSTMASTER

Wm. Burnett has been appointed Postmaster on the Railroad route between Wilmington and Weldon, vice Abraham Sherwood, removed. Cause Mr. S. was a Democrat.

The Wilmington Journal,
June 22, 1849.

47. PROTECTION TO AMERICAN INDUSTRY

Although no direct or officials intimations have been given of the course of Gen. Taylor's administration upon the great questions of the day, yet enough is known, if we can credit the semi-official givings-out of the government organs at Washington, and the rumors in part based upon Gen. Taylor's own avowal to Mr. Riddle, of Pittsburg, Pa., to show that one of the measures to be proposed will be a revision, and, to some extent, an alteration, of the tariff of '46, for the avowed purpose of giving additional protection to certain branches of American industry; more especially to the coal and iron interest of Pennsylvania. We know that a promise of this kind was made during the election, in order to secure that State. We know too, that influential Federal papers, generally understood to be the organs of leading members of the Cabinet,

advocate this measure as a part of the administration. In fact, we have little doubt that if the power of the party that now controls the executive department of the government was commensurate with its wishes, the conclusion of the next session of Congress would see us *blessed* with a restrictive policy, in all its length and breadth. At present, however, we will confine our remarks to what is conceded on all hands to be an alteration desired by the Taylor party, and which will, perhaps be the first change proposed by it—an additional duty on iron—for the ostensible purpose of protecting American industry. Now that the protection of American industry is a proper and laudable object, no one will deny; but we must be allowed to question whether this is the best method of attaining that desirable end.

American industry, in its proper sense means, we conceive, the *whole* industry of the *whole* country, not just the exclusive interest of an exclusive faction. American industry in North Carolina has just as good a right to be protected as American industry in Pennsylvania; yet, under the operation of such a policy as this, it would not only not be protected, but would actually be taxed and repressed. To make this apparent, it is only necessary to glance for a moment at the present actual position and wants of the State.

What is now wanted to stimulate the industry and develop the resources of the State, is an outlet to market. This outlet is sought for by means of internal improvements of various kinds, but chiefly railroads. We are not now going to meddle with the vexed question of State appropriations for these purposes, it is enough for us at present to know that these works have been authorized by law, and are sought to be made. Anything that interferes with their cheap and easy construction is, of course, so far an injury. The number of miles of Railroad in this State, for which iron is or will be wanted is, say

	<i>Miles.</i>
Wilmington & Raleigh, (re-laying,)	160
Raleigh & Gaston do.	98
Central Railroad, (new,)	210
Charlotte, do.	22
Wilmington & Manchester, do.	160
	650

All within the State, with the exception of a part of the Manchester road, in which we are as much interested as if it were so. Now, taking 50 tons as an average per mile, (an exceedingly low estimate,) we have 32,500 tons of iron as the total amount necessary. This can be procured, we suppose at \$45 per ton, \$1,462,500 in all. Under such a tariff as the iron men want, it would cost \$60, a total of \$1,950,000, or a difference of nearly half a million of dollars, out of which North Carolina would be *protected* for the benefit of Pennsylvania. These calculations are made somewhat hastily and without pretending to accuracy in the details, yet we feel certain that the relative proportion of prices will be found pretty much as we have placed them.

One thing is certain, every dollar that iron is enhanced in price, by the operation of this cause, comes out of the pockets of the consumer, who is thus far taxed for the *protection* of the manufacturer. To this extent then, the development of our resources would be repressed, and the industry of our citizens taxed, for the benefit of a portion of the people of Pennsylvania, who

happen to be engaged in the manufacture of iron. Would this be encouraging American industry? We think not. We rather think the industry of North Carolina is American industry, quite as much as that of Pennsylvania; and we see no reason why it should be rendered tributary to it, and forced to submit to a heavy tax for its benefit.

This is but a single item from a hundred that might be selected, to show the nature of the protection which political economists of the Federal school advocate, and at whose expense such protection is to be afforded. If an accurate synopsis were made of the amount to which the agricultural interest, chiefly located at the South and West, has from time to time been taxed to afford protection to Northern manufacturers, protectionists in these sections would be like angel's visits, few and far between.

The Wilmington Journal,
June 22, 1849.

48. CHARLOTTE AND SOUTH CAROLINA RAILROAD

We understand from a *Columbia (S. C.) Telegraph*, that the contract for laying the whole superstructure (wood and iron) on the first division of this Road—from Columbia to Winnsboro' 29 miles—has been taken by Messrs. Wm. L. Belser & Co., at the rate of \$3,500 per mile. The whole to be completed by April next.

The Wilmington Journal,
June 29, 1849.

49. ACCIDENT

A free negro, named Shadrack Manly, who had been employed as a firemen on the Wilmington & Raleigh Railroad, was accidentally killed, on Saturday last, by falling from the locomotive.

The Wilmington Journal,
July 20, 1849.

50. IRON FOR THE RAILROAD

We are pleased to learn that Dr. A. J. DeRosset, Jr., who is now in Europe, on business connected with the Wilmington and Raleigh Rail Road, has succeeded in making a contract for *nine* thousand tons of heavy T Iron, a sufficient amount to re-lay at least 120 miles of the road. The terms have not transpired, but they are understood to be favorable.

The Wilmington Journal,
July 27, 1849.

51. WILMINGTON AND MANCHESTER RAIL ROAD

We are happy to learn that the prospects for our Railroad are encouraging. We understand that a portion of the contracts for grading on the west of Great Pee Dee have been completed, and that work is ready to be received. Gen. Evans, who has a large contract in the vicinity of the village, has commenced work, and we understand that a great many of our farmers contemplate employing the interval that elapses between the laying by and the season for gathering the crops, in active and energetic work on the road. We hope to have the pleasure, at the end of six months, to announce to our readers that the entire grading of the road between Darlington and Little Pee Dee has been completed.

Marion (S. C.) Star.

The Wilmington Journal,
August 10, 1849.

52. STORE TO RENT

A desirable store to let from the 1st October, 1849, located at Stricklands Depot, on the W. & R. R. Road; Store 25 by 40 feet, replete with every convenience for conducting a country business, it is well known to be a desirable stand, and will be rented low to a good tenant. Apply to
Wm. A. GWYER.

June 13, 1849.

The Wilmington Journal,
August 10, 1849.

53. FIRE AT WELDON

We are indebted to Mr. W. M. Walker, for the following account of a fire which occurred at Weldon, on the 11th inst:

“A fire broke out this morning, about half past 1 o’clock, in the store of J. W. Burton & co. and before it could be subdued, burned their store. All of the buildings belonging to Mrs. Mary Allen, except the kitchen; this property was occupied by J. L. Jones as a Hotel. The office of the Wilmington and R. ? Co., the large and commodious Car-shed belonging, I believe, to the Wilmington and Petersburg R. R. Co’s.; the store occupied by D. G. Briggs, and a kitchen attached to the same premises, making 9 buildings in all. The cause of the origin of the Fire, I believe, is veiled in mystery. When first discovered just as the Wilmington train had received the mail and passengers from the Petersburg train, and were on the eve of starting, the flames

were issuing from the corner of the roof of Mr. Burton's store, and so quick did it spread and envelope the whole building, I do not believe he succeeded in saving \$50 worth of his stock. The individuals, I believe, were all insured to some extent, except J. L. Jones, who, I expect, is the largest individual sufferer. The fire was so close upon him, he had not time to save his property."

Commercial.

The Wilmington Journal,
August 17, 1849.

54. THE MANCHESTER ROAD

A private letter from Gen. Harlee, states that the meeting of the Directors, held recently at Sumterville, was attended by a large number of citizens. The utmost harmony prevailed. Gen H. states that the additional subscription taken in old Sumter will exceed \$20,000. No doubt is now entertained that the South Carolina State subscription can be easily secured when deemed necessary.

The Wilmington Journal,
August 24, 1849.

55. WILMINGTON AND MANCHESTER RAIL ROAD

On Wednesday last, (says the Sumter *Banner* of the 22d inst.,) the people of Sumter came up nobly to the support of the Wilmington and Manchester road. A large and highly respectable mass meeting was held at the court house. On motion, Col. J. J. Moore was called to the Chair, and R. M. Dyson and W. F. B. Haynsworth, Esqs., appointed Secretaries. Hon. F. J. Moses, in a few pertinent remarks introduced to the meeting the President of the Road, Gen. Harlee, of Marion, who, though constrained to limit his address for want of time, laid before the assembled multitude a clear energetic, statement of the resources, availabilities and benefits of the Road, and produced such a mass of statistical evidence, that, if there was on sceptic as to the *whole* enterprise, he would, most assuredly, have been converted. But from the well known intelligence of this District we do not sincerely believe that there is a single individual to be found, who is opposed to the Road. The following resolutions were then submitted and adopted.

Resolved, That the citizens of Sumter still feel a lively interest in the establishment of the Wilmington and Manchester Rail Road, and look to its completion as the great work which is to facilitate communication from extreme of the Union to the other.

Resolved, That the thanks of the community are due and hereby tendered to the Board of Directors for the energy, ability and industry which have characterized their actions.

Resolved, That this meeting tender its acknowledgments to Gen. Harlee, for the eloquent address with which he has favored us to-day and his satisfactory statement of the condition and prospects of the Company.

Resolved, That this meeting with all becoming courtesy and deference to the Board, recommended that the progress of the work be continued with all the means and power they can command.

Resolved, That the proceedings be published in the Sumter Banner, Marion Star, the Wilmington papers, and such journals throughout the State as are interested in the enterprise.

The meeting then adjourned to make further subscriptions and attend to the letting of the contracts. The sum of \$50,000 was subscribed and all the timber contracts were taken for stock. The whole comprising forty miles, and from the indomitable spirit and industry of the contractors we have every assurance to believe that the forty miles of road will be in running order by the first of October 1850. The books for further subscriptions to the capital stock of the Company are now open at Capt. Blandings office in the rear of the Court House. the several grading contracts in the vicinity of this town, are partly completed.

The Wilmington Journal,
August 31, 1849.

56. THE WILMINGTON BOATS

The New Orleans Commercial Bulletin, gives the following letter from its principal Editor, now on a visit to the North. We publish it as an act of justice to this much abused line of steamboats:

WELDON, N. C. 22d July, 1849.

I wrote you a hasty letter from Charleston, yesterday, and immediately after closing it, made up my mind to come by the mail route instead of by the New York steamer, for as the weather continued blustering and threatening, I preferred the risk of twelve hours sea sickness to a delay of three days, and accordingly I was soon on board the Wilmington mail boat, the Vanderbilt, Capt. Marshall.—It has been very much the custom to decry this line of boats as inferior and unsafe, but I think without sufficient cause. We have recently been accustomed to the splendid modern Ocean steamers of 1,000, 1,500 and 2000 tons, fitted up with great style and luxury, that we look with contempt upon the small, snug and comfortable boats of a few years back, when they were considered all that was necessary or desirable; and I must confess, when I drove down, and saw only the wheelhouses and the chimneys of the Vanderbilt visible above the wharf, I felt a little disappointed, and cast another look upwards towards the unquite sky and lowering clouds, but when I got on board, found every thing so snug and comfortable, even though rather on the small scale, comparatively, that I felt no regret in having selected that route. The night proved very rough, with considerable sea, but the wind was favorable, and the boat made such rapid progress, that we had to go under very low steam, so as not to reach the bar before daylight, when the buoys could be distinguished. Notwithstanding all the complaints of

the boats of this line, there has been none in the United States which have run with more success; for they seldom lose a mail, and only in weather when almost any boat would do so, as they are allowed but very little margin to schedule time, and I have no recollection of any serious accident having happened to any of them in many years. The accommodations on board, are very good, as is also the fare. They have an upper saloon or cabin on deck, where the meals are given, with windows all round as in a railroad car, which makes it both light and airy. These boats are owned by the Wilmington and Weldon Railroad Company, and they are a constant drain upon them, as the expense of keeping them up is far from being covered by their earnings; on the contrary, they draw heavily on the profits of the road. This of itself is a fair reason why largest and more expensive ones are not put on the line, besides as regards size, the water on the bar of the river to Wilmington, would not admit boats of heavy draft.

The Wilmington Journal,
August 31, 1849.

57. FIRE

A fire broke out on Wednesday morning, about 5 o'clock, in the Foundry shop of the Wilmington & Raleigh Rail Road Depot, which, through the exertion of our citizens, was gotten under before it did much serious injury. We cannot ascertain with any certainty how the fire originated. The damage is inconsiderable. We learn that from five to ten hundred dollars will cover the loss.

The Wilmington Journal,
September 3, 1849.

58. OUR RAIL ROAD

We have placed on our table a pamphlet accompanied by a map and profile of the Wilmington & Manchester Rail Road. The pamphlet itself, is partly explanatory of the map and profile, and partly for the purpose of placing before the community a clear and succinct view of the cost of the work and the estimated income of the road when constructed. We shall publish in our next number the material portions of the paper now before us. From realizing it we are convinced that the stock *must* be more profitable than any other of a similar character in the Southern country. From every portion of the country through which this great enterprise is to be carried, we daily receive the most cheering accounts. The people are alive to its importance, and consequently the best spirit prevails. We feel no hesitation in saying that there now remains no doubt on our mind but that the work will be accomplished, and that, too, at a very early day.

The Wilmington Journal,
September 3, 1849.

59. RAIL ROAD SUBSCRIPTIONS

On Tuesday last John W. Thomas, Esq., of Davidson, made one of his practical speeches to a large assemblage of people in the court-house in this place, and was followed by Gov. Morehead in a few remarks; after which the subscription to the Rail Road stock was increased a few thousand dollars. The entire subscription in Guilford county, we learn, now amounts to forty-seven thousands dollars.

In Davidson we are informed that the actual subscriptions are liberal and on the increase—between \$20,000 and \$30,000 being subscribed, and an arrangement on foot which is likely to secure \$100,000. As soon as Davidson gets her *triggers set* we may look for her to beats her neighbors in a great work. Gov. Morehead and Ralph Gorrell, Esq., we learn, addressed the people at Lexington on Tuesday of last week. Mr. Thomas, of that county, deserves great praise for his devotion to the cause.

In Rowan, (we learn from the Watchman of the 16th,) \$32,500 have been taken—a pretty fair start—but the Watchman scolds its people soundly for not more speedily increasing the amount.

At Smithfield, in Johnston county, a spirited public meeting has been held, and subscriptions to some amount (not stated) taken.

In Raleigh an Internal Improvement Association has been organized for the purpose of forwarding the great central work. On the 6th of September, agreeably to notice from the city Intendant, polls will be opened for the purpose of ascertaining the popular voice of the city on a proposition to authorize the Commissioners to subscribe \$25,000 for the corporation. There are some noble spirits engaged in the cause at Raleigh, and we have no doubt of a good account from them at last.

In answer to our inquiry last week, as to what the other counties were doing, the Hillsboro' Recorder says: "At the close of the thirty days, during which the books are to stand open, we hope the people of Alamance and Orange will enable us to give a response to the inquiry which neither they nor we shall be ashamed of."—*Greensboro Patriot*.

We learn that the amount subscribed by Davidson reaches eighty thousand dollars.

Hillsboro Democrat.

The Wilmington Journal,
September 7, 1849.

60. DROWNED

On Saturday afternoon last soon after the steamer Gov. Dudley left Smithville, on her voyage to Charleston, S. C., a negro man attached to the boat, as one of the deck hands, while

engaged hoisting the small boat up, fell from off the rail of the steamer. As soon as Capt. Bates learned the fact, he stopped the boat, and every exertion was used to save the man, but without success. His hat was the only thing seen afloat. He was the property of Dr. Wm. A. Berry, of this town.

The Wilmington Journal,
September 14, 1849.

61. ENGLISH AND AMERICAN RAILROAD IRON.—THEIR COMPARITIVE CHEAPNESS

It seems to be now, as indeed it has always been on the eve of an election, a favorite manœuvre with the protectionist party to raise a panic on the eve of an election, or of a meeting of Congress, to preach ruin to domestic manufactures—to howl over the “pauper labor of Europe,” and to become very much concerned indeed, for the laboring masses. This trick is pretty old now, and we think has nearly worn itself out—still, we notice that it is again to be practiced in regard to Railroad Iron. It is contended that the Iron makers of this country cannot compete with foreign Iron, when, in fact, the *same quality* of Iron can be bought cheaper of American manufactures than of British. Upon this subject, the Harrisburg, Pa., Union says:

The Harrisburg and Lancaster Railroad Co. are now having delivered at their wharves, and along the line of their new road, some two thousand tons of Danville T. railroad iron, for which they pay \$50 per ton at Danville. This company purchased lately one thousand tons of English iron, at about \$45 per ton, but upon comparison with the Danville iron, which they had formerly used, they determined that in the end the American iron, at \$50 per ton, *was decidedly the cheapest article to the company*. A great portion of the English iron now brought into this market is as brittle as cast iron, whilst the American railroad iron is so tough that it cannot be broken.

The Wilmington Journal,
September 21, 1849.

62. THE SEABOARD AND ROANOKE RAILROAD

We learn from the *Norfolk Argus*, that all the stock of this Road has been taken. The company will commence laying the rails in October, and the *Argus* would not be surprised if the road was completed to Franklin by the 1st of January.

The Wilmington Journal,
September 21, 1849.

63. GREAT TUNNEL

Proposals are solicited for the construction of a great tunnel through the Blue Ridge, by which the Louisa Railroad will be prolonged into the great valley of Virginia, near Staunton. The tunnel will be 4260 feet long, 16 feet wide and 20 feet high, with a ditch on either side; it will slope eastwardly, at a rate of 66 feet to the mile, and pass 700 feet below the top of the mountain.

The Wilmington Journal,
September 21, 1849.

64. [Notice.]

The steamer Gladiator, belonging to the line between Wilmington and Charleston, left Smithville on Monday last, having on board the company of U. S. Artillery which has for some time past been stationed at Fort Johnson. She is bound for Pilatka, Florida, been chartered by the government for the purpose of conveying the troops to that point. It is said that the Wilmington & Raleigh Rail Road Company, by which the boat is owned, are to receive \$1,000 for the trip.

The Wilmington Journal,
September 28, 1849.

65. [Notice.]

Major W. W. Vass has been promoted to the Presidency of the Raleigh and Gaston Rail Road, *vice* R. O. Britton, resigned; and Chas. J. Williams, Esq., has been chosen to succeed Major Vass as Treasurer of the Road.

Raleigh Times.

The Wilmington Journal,
September 28, 1849.

66. [Notice.]

The steamer Gladiator, Captain Smith, which vessel we noticed last week as having been chartered by the Government to convey the troops from Smithville to Pilatka, Florida, returned on last Saturday night, having performed the trip in about five days, we are gratified to learn that the officers and men were much pleased with the performance of the boat; of course, they could not be otherwise than pleased with the gentlemanly commander, who is well known for his proverbial hospitality and kindness to passengers.

We take pleasure in publishing the following card from the officers of Company E:

PILATKA, Florida, Sept. 27th 1849.

The undersigned, passengers on the steamer Gladiator, one of the Wilmington and Charleston Line of Steamboats, recently chartered to transport Company E, 2nd Regiment of Artillery, from Fort Johnson, N. C., to Pilatka, Florida, take pleasure in testifying to her merits as a fine sea boat, where no effort is spared to contribute to the comfort of the passengers.

We also avail ourselves of this opportunity to tender our grateful acknowledgements to her gentlemanly commander, Capt. Isaac B. Smith, and to the officers and crew generally, for the highly creditable manner in which the trip was performed, and the uniform kindness and attention shown us during the passage.

A. ELZEY, Captain 2nd Artillery,
J. H. CARLISLE, 1st Lieut. do.,
A. J. COOK, 1st “ “
F. H. LARNED, 2nd “ “
FRANCIS SORREL, Asst. Surgeon U. S. A.

The Wilmington Journal,
October 5, 1849.

67. NORTH CAROLINA RAILROAD

Upon consultation with citizens interested in this important work, it is deemed advisable to postpone the contemplated convention heretofore advertised to take place at Greensboro' on the 18th inst. Notice is therefore, hereby given, that said convention will be held at Greensboro' on *Thursday the 29th November next*.

J. M. MOREHEAD, Ch'n Ex. Com.

Editors in the State are requested to insert.

The Wilmington Journal,
October 5, 1849.

68. WILMINGTON & MANCHESTER RAIL ROAD

From the Marion Star.

We have been favored with the following abstract of the report of the Resident Engineer to the Board of Directors, on the 22d instant, at this place, which shows that the work is progressing finely. We understand that the Board have determined, if possible, to lay down the Road to the Great Pee Dee River, and have it in operation by the last of the ensuing year, and at

all events to the turning point, in 9 miles of Darlington C. H., which will do all of the transportation and travel west of the Great Pee Dee River, and a portion from this side.

The contractors in this District, east of the Great Pee Dee, are beginning to make some showing. We saw, on yesterday, the first mile of Gen. Evans' contract, the grading of which he has completed in a handsome manner. East of this place, there are a number of contractors at work, with some of it considerably progressed in the contracts of the Messrs. Smith, Perrett, Carmichael and Altmon. Mr. Stevenson has commenced clearing for operations within about 4 miles from the Village, and to-day we learn that Dr. Gilchrist and company commence a large contract at the Little Pee Dee. We hope soon to be able to report the whole of the contractors in Marion District, east of the Great Pee Dee, at work, with sufficient force to accomplish the grading during the coming year.

This is important with respect to the State subscription, for the sooner the work is done in this State the sooner will the Company be able to get the subscription of South Carolina, and use it in the purchase of Iron, to which the present low prices of that article are most favorable. It would be a source of profit, as well as immense saving to the Company, to effect their purchase now, and we learn the Directors are using every exertion to do so.

Abstract of Mr. Fleming's Report:

Total length of Road,	162 miles.
“ “ “ grading under contract,	129 ½ miles.
Stock taken in grading,	\$197,100
Materials for superstructure,	
&c.,	41,600
	\$238,700
From junction to Great Pee Dee River Swamp,	65 ½ miles
Grading within this distance under contract,	61 ¼ “
Superstructure do. do.	37 ½ “
From Great Pee Dee River Swamp to State line,	30 “
Grading within this distance under contract,	16 ¾ “
From State line to Wilmington,	66 ½ “
Grading within this distance under contract,	51 ½ “
No. of negroes employed in grading	516

No. of overseers and white laborers, about	38
Total	554

The Wilmington Journal,
October 5, 1849.

69. [Editorial.]

“While Pennsylvania contains iron enough to lay 40 railroads around the earth, the iron rails for the new track to avoid the inclined plane near Philadelphia, are imported from England. Such is free-trade policy.”—*Washington Republic*.

“We suppose the Republic would have a law compelling the western farmer to give *twice as many barrels of flour for a ton of Pennsylvania iron*, as he would have to give for the same article from abroad? Such is the “*protective policy*”—which robs Peter to pay Paul.—*New Haven Register*.

The Wilmington Journal,
October 5, 1849.

70. CENTRAL RAIL ROAD

The Raleigh Times estimates the whole number of shares of stock in the Central Road, already taken in the various counties, at 3,000, or \$300,000. It requires \$1,000,000 to be subscribed by individuals, one-half of which sum must be paid in before the subscription, on the part of the State, can be obtained.

The Wilmington Journal,
October 5, 1849.

71. T IRON

The first cargo of T iron (273 tons,) bought in England, on account of the Wilmington and Raleigh Railroad Company, arrived at this port on the 6th inst., in the brig *Albemarle*, from Cardiff, England. We hope the Company will loose no time in laying it down on the Road. Once the Road is relayed with this description of iron, and the Wilmington and Manchester Road completed, there can be no doubt but the Stockholders will begin to realize some benefit for the outlay which they have long since made; or, to say the least of it, the Road will begin to pay its debts. This we believe is the impression of those more conversant with the matter than we are.

The Wilmington Journal,
October 12, 1849.

72. THROUGH TICKETS

We notice with pleasure that the Railroad Companies from this place North, have agreed to issue through tickets, *visa versa*, from Charleston to New York, at the very low price of \$20, from city to city, via Wilmington, Weldon, Richmond, Washington City, Baltimore and Philadelphia, stopping a day or two at either of these places. This will be found a matter of great convenience to the traveling public.

The Wilmington Journal,
October 12, 1849.

73. THE WILMINGTON AND MANCHESTER ROAD

We know that we have already made many appeals to the parties interested in the progress of this great work, urging them to the energetic prosecution of it to completion, still we wish to *keep urging*, lest our people should become forgetful or remiss in a matter of so much importance to Wilmington, and which promises to confer so many advantages upon her. Much interested as the people of this and of the line on its construction, we are sorry to learn that it is far less advanced than the other end, or indeed, than the central portion. In a short time a considerable extent of the road between the Pee Dee river and the South Carolina Railroad will be put in operation, and produce carried by it to Charleston, a large proportion of which, were this end of the road completed, would find its way to Wilmington. This result has been accomplished by the South Carolina Stockholders working out their stock, and taking new contracts without claiming the legal delay upon the payment of stock. We are assured that the same course would be adopted by the people of Columbus, in this State, were they certain that they would be met by a corresponding movement on this end. Will not this be done? Can it not be done somehow or other? The road, if made, would bring to Wilmington a trade as rich, if not richer, than any she now receives.

We have no hesitation in saying that this road is of more importance to Wilmington and the people of this section, than any and all of the projects which have been started within the last two years. We desire the success and improvement of every portion of the State, but we think that this project calls for, and will repay, all the exertion that our people can now make

The Wilmington Journal,
October 26, 1849.

74. RAILROAD TO THE PACIFIC

The great Railroad Convention, called to take into consideration the propriety of constructing a Railroad from the Mississippi valley to the Pacific ocean, assembled at St. Louis

on the 15th instant. Senator Douglas, of Illinois, was chosen President, with a number of Vice Presidents.

About seventeen States were represented.

A committee was appointed to draft resolutions, who reported propositions setting forth the importance of the road, and calling upon Congress to make provision for its immediate construction.

Upon the adoption of these resolutions, considerable difference of opinion existed in the convention; many delegates doubting the present expediency of the road; many more the constitutional power of Congress to construct it.

Mr. Benton was present and made a long speech. He read a letter from Col. Fremont, stating that the Convention ought not to designate any road across the Rocky Mountains as he believed the pass between the head of the Arkansas and the Rio Del Norte to be the most practicable and nearest route to the Pacific.

After appointing a committee to draft a memorial to Congress, presenting to its consideration the objects designed by the Convention, the Convention adjourned to meet in Philadelphia in April next.

The Wilmington Journal,
October 26, 1849.

75. RAIL ROAD MEETING

WILMINGTON, Oct 30, 1849.

In conformity to a call made by the committee appointed by the Salisbury Convention to solicit in this place subscriptions to the N. Carolina Road, a respectable number of our citizens convened at Masonic Hall, this evening, 7 o'clock, and were organized, on motion of John A. Taylor, by the appointment of Gen. Alex. McRae, chairman of the meeting, and Thos. Loring and Eli W. Hall, secretaries.

The chairman, in a brief but eloquent manner, then stated the object of the meeting, and impressed upon his hearers the necessity of united and energetic action upon the part of the people of Wilmington, in view of the manifold advantages which must accrue to them from the construction of the North Carolina Railroad.

On motion of John A. Taylor, a committee of twelve were appointed by the chair to solicit subscription in the town and report progress at the next meeting. Said committee consisting of F. K. Dickinson, A. J. DeRosset, Eli W. Hall, O. G. Parsley, H. B. Eilers, John McRae, Miles Costin, John A. Taylor, J. Ballard, Wm. S. Ashe, Richard Grant, and A. H. VanBokkelin.

On the above motion, an animated discussion took place, in which Messrs. Dickinson, London, Taylor, Reid, and others partisipated.

On motion of A. J. Derosset, Jr., the meeting adjourned to convene at Masonic Hall, on *Wednesday* evening next.

ALEX. McRAE, *Ch'n*.

THOS. LORING,
ELI W. HALL, *Sec's*.

The Wilmington Journal,
November 2, 1849.

76. THE PROSPECTS OF WILMINGTON

A slight glance at the works now in progress, or in contemplation, either having their terminus at this place, or directly calculated to bring produce to this market, will convince any one that energy alone is wanting to elevate Wilmington into the rank of one of the most thriving and important seaports in the Union. Five years time, it is believed, will connect this place with almost every point in the State, and enable us to derive an important accession of trade from South Carolina. In the first place, the Manchester Road will open to us the trade of our own counties on the South Carolina line, and of some of the richest cotton districts in that State, to which this will be the natural and most convenient market. In connection with this Road, a branch will unquestionably be made to Cheraw, S. C., or Wadesboro' Anson county, which will connect with the Manchester Road in the neighborhood of the Pee Dee River, and bring the cotton of Anson, Richmond, and several other of the richest cotton counties in this State; and in general, the products of the interior—of Wake, Orange, Guilford, Davidson, Rowan, and, in fact, of all the most fertile agricultural counties in the central and western portion of the State, and afford increased facilities for those in our section. And though last, not least, by means of the Cape Fear and Deep River Navigation, we will have a direct communication, by water, with Moore, Chatham, and Randolph, receiving their teeming tribute, and sending back in exchange such things as they may need.

The Wilmington Journal,
November 9, 1849.

77. STOCKHOLDER'S MEETING

The annual meeting of Stockholders in the Wilmington & Raleigh Railroad Company, convened at the Masonic Hall, in this town, on yesterday forenoon. The meeting was organized by calling Col. L. H. B. WHITAKER, of Halifax county, to the Chair, and appointing JAMES GRISWOLD, Esq., of Goldsboro', and HENRY NUTT, Esq., of Wilmington, Secretaries. We

understand that, upon a call being made, it was found that a majority of the Stock was not represented, consequently no further business was done.

The Wilmington Journal,
November 9, 1849.

78. THE CENTRAL RAILROAD

We learn that the Committee appointed at a previous meeting of the citizens of this town to solicit subscriptions to this work, reported to an adjourned meeting, held on Wednesday evening last, that 180 shares, equivalent to \$18,900, of stock had been subscribed. It is believed that the subscription will reach \$25,000 or \$30,000; as large an amount as could possibly be expected from Wilmington, under the circumstances, pressed as her people just now are, and deeply as they are interested in other works.

The Wilmington Journal,
November 9, 1849.

79. ABUSE OF OUR RAIL ROAD LINE

We had determined to allude to some of the slanders upon our Railroad line, which we find going the rounds of the press, having their origin generally in the Georgia papers. But as we find that one of our town contemporaries has anticipated us in this matter, we content ourselves with cutting the following article from Tuesday's Commercial to every word of which we say amen:

THE CROAKERS AGAIN.—Among the many efforts to magnify the errors or accidents which occur in the management of every Railroad in the Union, none are found to transcend the recklessness and pertinacity with which the Wilmington and Weldon Road, and the Boats of the Line, are assailed. The *Augusta Chronicle* seems emulous to outstrip its contemporary traducers in the following, which appears in that paper:

“These frequent failures are as unnecessary as they are injurious to the public. So long as the people of the South submit quietly to the impositions of Railroad Companies, they will be continued. Last Wednesday we got out of the cars three several times on the Wilmington Road, to help push them over the ascending grades, owing to a fracture in the steam-pipe of the locomotive, which ought to have been repaired before starting. As the result of this delay, some 50 passengers and the great Southern mail, were detained 24 hours in Charleston. In going East, the cars ran off the track, and detained the mail and passengers a day in Petersburg. The steamers that ply between Wilmington and Charleston are old, dirty, and slow concerns, unfit for quick service.

“It is disgraceful to the country that no better and surer means of conveyance by land exists between the Northern and Southern portions of the United States. At two cents a mile for

passengers, a through Railroad from New Orleans to New York would pay a handsome dividend on the sum it would cost to build it.”

We do not believe the English language contains, in the same number of words, a greater amount of unblushing misrepresentations than the above. When men confine their complaints within the range of probability, they may hope to be credited. But the above attempts to “prove too much,” and therefore proves nothing.

“Old dirty steamboats,” and “pushing the cars,” is coming it pretty strong over the credulity of the public. The fact is, those who rail at our line have *other interests to serve*, and choose to resort to libels to promote their designs. Honor and truth will not answer their purpose.

The people of Augusta and Columbia remonstrated with Col. GADSDEN, because he did not start earlier, as our Boats always arrive before 10 o’clock, A. M. And yet the Augusta Editors berate our line, while the Charleston Courier commends its punctuality. The fact is, the Southern mail is very often detained 24 hours in Charleston.

The New Orleans Picayune and the Daily Advertiser, have both published an account of the departure of the Cars from Charleston at 10 A. M.; thus affording ground for complaint where none legitimately exists.

As to pushing the Cars along the Road, such a thing might happen on any Road, through misadventure, and no well meaning person would censure in such a case. But we are assured that it did not happen as stated by the Augusta Editor. It would be a little strange if such a thing were to take place and no one here know anything of the matter.

If the Augusta people are so anxious for a “through Railroad” from New York to New Orleans, they may learn that the books for subscription to the stock of the Wilmington and Manchester Road are open, and the world would be glad to see an evidence of their sincerity by noting the amount they subscribe to that project. The Wilmington and Weldon Road is in progress of being re-laid with Iron of the best sort, and the connexion will answer all the purposes required by them. So there is no necessity for any new undertaking. Besides, when the Manchester Road is completed, the “dirty” Boats will be dispensed with and the garments of the Augusta nobility no longer soiled by these vulgar things.

The facts of the case are, that the Wilmington and Weldon Railroad Company have done more than any other Company in the Union to facilitate travel and minister to the comfort of the traveler, in proportion to their means and the patronage they receive. That much more has been done, is, in part, owing to the vile and unprincipled croakers, like these under consideration, whose hostility arises from selfish and mercenary motives—who would destroy this line to build up others—an who, so far from instituting a manly opposition or cherishing and honorable enterprise, resort to petty devices and mean contrivances, and show that truth is by no means an essential ingredient in the composition of their hostility.

If our Augusta friends would only look at home, they might find some such little items as the following:

RAIL ROAD ACCIDENT—Loss of Life.—About dusk Saturday evening, the Picayune” with the passenger car for Belair attached, came in collision with a wood train on the Georgia Rail Road, just four miles from the city. When they discovered each other an effort was made by the Engineers to avoid a collision, but as the wood train was on a down grade, they did not succeed, and we regret to say, that a woman named Smith, living some ten or twelve miles from the city, who in the fright jumped out, was run over and instantly killed. The other passengers who remained in the car were uninjured. The Picayune and her tender sustained some slight damage.

Augusta Chronicle, Nov. 5.

STEAMBOAT ACCIDENT.—The steamer De Kalb, Captain J. A. Moody left Augusta on Tuesday morning for Savannah. About 6 o’clock in the evening, one of her boilers burst, by which a negro hand was instantly killed, another so severely scalded that he died in about three hours. One of the engineers was considerably scalded, and several of the hands slightly injured. The passengers on board escaped unharmed. We are informed there was a defect in the iron of the boiler. The passengers were brought down by the steamer Metcalf.—*Savannah Georgian, Nov. 3.*

So it would seem that Rail Road accidents occur even in the neighborhood of Augusta, and Steamboats blow up and kill people on the Savannah river. Perhaps it would be as well for these croakers to pluck the beam out of their eye, before they spy the moat in their neighbor’s.

The Wilmington Journal,
November 9, 1849.

80. RAILROAD ACCIDENT AND LOSS OF LIFE

We learn from the Philadelphia Bulletin of the 3d instant, that a most distressing accident occurred the day before on the Columbia Railroad, by which 3 persons lost their lives, and some 12 freight cars were completely demolished. The accident—a collision between two trains—was the result of sheer negligence.

The Wilmington Journal,
November 9, 1849.

81. NORTH CAROLINA RAILROAD MEETING

WILMINGTON, N. C., Nov. 7th, 1849.

The adjourned meeting was convened this evening, according to appointment, at Masonic Hall, at 7 o'clock, Gen. ALEX. MCCRAE in the Chair.

The Committee appointed at the last meeting to solicit subscriptions in the town, reported the existence of a fostering and encouraging spirit among our citizens, and \$18,900 as the amount already subscribed.

On motion of Dr. FRED J. HILL, the report was accepted and farther time granted the Committee to complete their work.

Wm. S. ASHE, Esq., then being called upon, responded in an able and eloquent speech, and was followed by Dr. HILL, G. R. FRENCH, and others.

On motion of O. G. PARSLEY, the meeting then adjourned.

ALEX. McCRAE, Chairman.

THOS. LORING,
ELI W. HALL,
Secretaries.

The Wilmington Journal,
November 9, 1849.

82. PROCEEDINGS

Of the 14th Annual Meeting of the Stockholders of the Wilmington & Raleigh Railroad Company, held in Wilmington, Thursday, 8th November, 1849.

On motion of Gen. ALEX. MACRAE, L. H. B. WHITAKER, of the county of Halifax, was called to the Chair, and HENRY NUTT and C. W. BRADLEY appointed Secretaries.

On motion, the Secretaries were appointed a Committee to examine the certificates of those claiming to act as proxies, and to ascertain the amount of Stock represented.

The meeting was then adjourned, to meet again at 3 o'clock P. M.

3 o'clock P. M., Nov. 8.

Met agreeably to adjournment, when the Committee appointed for that purpose, reported 8,534 shares of the Capital Stock of the Company were represented. Whereupon the Chairman declared the meeting as duly organized in conformity with the requirements of the charter of the Company. The meeting then adjourned to 10 o'clock to-morrow.

Friday, 9th Nov.

Met according to adjournment. Gov. DUDLEY was called to the Chair. Mr. WHITAKER having resigned the same. The Governor of the State, who is ex officio President of the Board of Internal Improvements, and Dr. F. J. HILL, a member of said Board, being in attendance on the meeting.

Gen. ALEX. MACRAE, on behalf of the President and Directors of the Company, read their annual report which was received and ordered to be printed.

On motion of Dr. F. J. HILL, it was

Resolved, That so much of the annual report of the President and Directors of this Company as relates to the means of the payment of duties and freight accruing upon the reception of the Iron for this Road, be referred to a Committee of three persons, viz: Col. John MacRae, Mr. Jere. Pearsall, and Mr. Richard Washington, with instructions to report thereon to the present meeting, at as early a period as may be practicable and convenient.

The following resolution was offered by Mr. J. A. TAYLOR and amended by Gov. MANLY:

Resolved, That the Annual Committee appointed to examine and audit the accounts of the Company, be authorized and instructed to inquire and report whether any, and if any, what curtailment of the expenses, or general alteration in the management of the affairs of the Company, can be advantageously made.

The Committee, appointed to consider so much of the report of the President and Directors as relates to the means of the Company, for payment of freight and duties on the Iron to be received, and report thereon to this meeting, through their Chairman, Col. John MacRae, submitted the following report and resolution:

Your Committee have given the subject referred to them such consideration as the limited time allowed them would permit, and beg leave to report: That if the bonds of the Company, issued under the authority of the Legislature, cannot be negotiated on satisfactory terms, that we recommend that the Stockholders unite in sustaining the Directors in borrowing the amount of money necessary for paying the freight and duties on the Iron expected from England, and that the Directors be instructed to retain the balance of the bonds as a final guarantee against loss.

Resolved, That the Directors be requested to prepare a proper guarantee, and have the same presented to the Stockholders for their signatures.

Which report and accompanying resolution was received by the meeting, and laid on the table for further action.

On motion of WM. A. WRIGHT,

Ordered, That any one of the holders of the capital stock of this Company, upon the transfer by him of one of the shares so held to the Secretary and Treasurer of this Company and his successors in office, in trust for the use and benefit of the Company, may received a certificate, to be signed by the Secretary and Treasurer, in the terms following viz:

Whereas _____ has this day transferred to me in trust, for the use and benefit of the Wilmington and Raleigh Railroad Company, one share of the capital stock of said Company: This is to certify that the said _____ and his wife, and his children under the age of twenty-one years and unmarried, are permitted to pass over the whole or any part of the line of said Company, at the price of _____ cents per mile for each person so traveling, until the sum so due for such travel shall amount to one hundred dollars. This certificate to be void upon the death of said _____.

Ordered, That the blank in said certificate, before the word “cents,” be filled by the Secretary and Treasurer as follows, viz: when such certificate is issued to the original holder of the share of stock transferred by him as aforesaid, said blank shall be filled with the word six, and when it is issued to any other stockholder, with the word *ten*.

Ordered, That it shall be the duty of the Conductors of the Trains, or Captains of the Steamers, to when such certificates may be presented, to endorse them on the date, the places between the holder of such certificate may travel, and the amount accruing for such travel, according to the fare prescribed in such certificate, and shall on their way bills make return, showing the person traveling and the endorsement made on his certificate.

Ordered further, That not more than one of such certificates, in the name of the same stockholder, shall be outstanding at the same time.

The meeting resumed the further consideration of the report of the Special Committee upon the ways and means of the Company, when the following resolution was adopted as a substitute for the resolution reported by said Committee:

Resolved, That the Stockholders of this Company will join in a letter of Attorney to the Treasurer of this Company, authorizing and empowering him to sign their names as sureties to such bonds as may be made by the Company, for the purpose of raising a sufficient sum to pay the freight, for the use of the Road, the amount for which each Stockholder shall be liable to be set forth in such letter of Attorney.

On motion,

Resolved, That Messrs. P. K. DICKINSON, O. G. PARSLEY, J. G. GREEN, and A. J. DEROSSET, Jr., be appointed a Committee to wait on the Stockholders and obtain their assent to become sureties to such bonds as may be made by the Company, for the purpose of raising money to pay freight and duties on Iron.

On motion,

Resolved, That G. J. MCREE, JERE. PEARSALL, and JOHN A. TAYLOR, be appointed a Committee to audit the accounts of the Company for the ensuing year, and that they make report to the Stockholders at their next meeting.

On motion of JAMES GRISWOLD,

Resolved, That the annual meeting of the Stockholders of the Company be held in future on the Thursday after the second Monday in November.

The meeting then proceeded to the election of a President and six Directors, when Gen. ALEXANDER MACRAE was unanimously elected President, and P. K. DICKINSON, E. B. DUDLEY, O. G. PARSLEY, G. POTTER, W. A. WRIGHT, and JAMES T. MILLER, Directors.

Messrs. JAMES S. BATTLE, E. P. HALL, A. J. DEROSSETT, Jr. and JAMES GRISWOLD, were appointed, by the board of Internal Improvement, Directors on the part of the State.

On motion,

Resolved, That the Secretaries, with W. A. WRIGHT, be a Committee to prepare the proceedings of this meeting for publication.

E. B. DUDLEY, Chairman.

H. NUTT,
C. W. BRADLEY, Secretaries.

The Wilmington Journal,
November 10, 1849.

83. THE CENTRAL RAILROAD—A STATE PROJECT

We hope that we will not be assailed with the hackneyed outcry of being illiberal, or “behind the age,” when we aver, that had not the North Carolina Railroad project been presented to us as a State work—as eminently North Carolinian in its inception, character and tendencies—we would have opposed it “tooth and ton-nail” from the start—nay more, we feel perfectly confident, that had it not appealed to the State pride of the Legislature, it would never have become a law. When it was introduced, the partizans of the Charlotte and Danville Road, backed by the Virginia interest, were knocking at the door of the Legislature for a charter to connect those two points. It was as a substitute for this project, which would have cut the State in two, and carried all its central and western trade to the Virginia markets, that the Central Railroad bill was passed. Nothing but a desire to build up a market within our own borders—to foster our own trade—to avert the impending ruin of our own public works already constructed, and to prevent the draining of our own resources to swell the commerce and prosperity of our neighbors

at the price of our own increased impoverishment, could have overcome the scruples which existed against the State's becoming farther involved in any projects of internal improvement which, as they must in some measure, be confined in their effects to special localities, should, if possible, be constructed by those who expect to be the peculiar recipients of the benefits to be derived from them. Such being the facts of the case, we cannot regard without jealousy and apprehension, the strenuous efforts which are being made in advance to divert the work from the legitimate object, and make it subservient to the interests and wishes of our Virginia rivals. We notice lately the holding of town meetings in Petersburg, upon the subject of appointing delegates to the Greensborough Convention, and we also notice the presence of Ex-Governor MOREHEAD, of this State, who made a long speech on the occasion, setting forth the vast accession of trade which the Central Road would bring to Petersburg. We have noticed the same disposition among many of the leading politicians of the West, with whom the idea seems to be gaining ground that Petersburg or Norfolk is the real point to be reached. The people of the East—the friends of the Wilmington & Raleigh Railroad—those who feel any interest in the property which the State holds in the Road—should look to this matter. If, instead of being a State project, having its outlet within our own borders, it is to be converted into a mere feeder for Virginia markets, we can see no earthly use in the people of the State going into debt to the amount of two millions of dollars to build it; nor in individuals subscribing their money for the benefit of rivals, who will not thank them. Not a farthing should be subscribed without a guarantee that the connection should be made at a point where our road crosses the Neuse River.” When that connection is established, let it find an outlet in North Carolina. We think Wilmington affords that outlet, and will furnish a desirable market. But that, of course, is a matter for the people themselves to judge. They can choose any market which may suit them best, but let the Road have a terminus in accordance with the intention of the Legislature in passing the bill, and of the people who assented to it.—Governor MOREHEAD *et id genus omne* belongs to the class who are always prating about “State pride,” “public spirit,” *et cetera*, and exemplify it by first securing their own interest, and that of their friends, and letting the State pay the piper. Such men are not to be trusted with the direction of such matters. It behooves the people of the State, who have to pay for such improvements, to see that they answer the ends contemplated, else they had better not be made at all.

The Wilmington Journal,
November 16, 1849.

84. BUSINESS OF THE RAILROAD

We have not received the official report, but learn that the following is the comparative statement of the annual receipts, expenditures, and profits, and number of passengers for the nine years, from 1841 to 1849 inclusive, as submitted to the Stockholders' meeting by the “Examining Committee:”

				No. of Passengers.	
Years.	Receipts.	Expenditures.	Profits.	Through	Way.
1841	297,228.39	241,945.34	55,283.05	9,742	5,498
1842	211,977.48	180,892.65	31,084.83		

1843	257,257.82	179,251.00	78,206.82	8,450	13,574
1844	289,533.75	203,633.24	85,900.51	10,358	16,041
1845	288,493.45	212,091.20	76,402.25	14,018	16,393
1846	317,822.49	289,681.45	28,140.04	11,885	20,498
1847	331,480.20	259,912.60	71,567.60	13,073	25,396
1848	317,459.50	275,228.86	42,130.64	11,456	28,327
1849	310,397.00	245,998.58	64,698.42	11,207	27,575

The Wilmington Journal,
November 16, 1849.

85. COTTON AND WOOLEN MANUFACTORY

We are pleased to learn from Mr. THOMPSON, of this place, who is a practical weaver, having had extensive experience in every department of the manufacturing business in England, that he expects to commence operations in a few weeks with a small steam factory, in which it is his intention to manufacture carpets, jeans, and other woollen goods. We hope that his experiment is successful, as it will no doubt be the commencement of a new and profitable branch of industry in Wilmington. His factory is located at the upper end of town, near the site of the Lamp-Black factory, a short distance above the Railroad.

The Wilmington Journal,
November 16, 1849.

86. REPORT OF THE EXAMINING COMMITTEE.

OF THE WILMINGTON AND RALEIGH RAILROAD COMPANY.

The Committee appointed at the last annual meeting of the Stockholders, to audit and examine the accounts of the Company for the year ending the 1st of October, 1849, beg leave to report that they have carefully examined the accounts of the Company, the vouchers, pay rolls, way and freight bills, compared them with the entries in the books, and find all correct, except few errors in paying off the pay rolls, and a single omission in a freight bill, all of which have been corrected, and will appear in the accounts of next year:

They find the whole liabilities of the Company, on the 1st day
of October, 1849, amount to.....\$637,294.55
Which sum is made up of the following articles, viz:
For Bonds sold in England, at 5 per cent interest.....\$222,666.67
For Bonds endorsed by the State of North Carolina, at 6 per ct. interest..... 250,000.00
For Bonds due the Literary Fund of North Carolina, at 6 per ct. interest..... 85,000.00
For Bills payable to Bank, at 6 per cent interest..... 16,300.00
For Scrip Bonds to Contractors, at 6 per cent interest..... 793.43

Negro Bonds due 1 st Jan'y, 1843.....	105.00
“ “ “ “ “ 1845.....	834.00
“ “ “ “ “ 1846.....	385.48
“ “ “ “ “ 1848.....	185.00
“ “ “ “ “ 1849.....	3,190.50
“ “ “ “ “ 1850.....	18,229.01
Amount due on pay rolls.....	8,505.16
“ “ Contractors and other individuals for materials, labor, &c.....	31,100.30
	\$637,294.55

Amount of receipts from Railroad and Steamboats for the year ending 1 st Oct'r. 1849.....	\$310,397.00
Amount of expenditures for Railroad and Steamboats for the same period.....	245,698.58

Net profits of Road and Boats.....	\$64,698.42
The Committee further report that there was in the hands of the Treasurer of the Company, on the 1 st of October, 1848, in cash.....	297.76
That there was due the Company, on the 1 st of Oct'r, 1848, from individuals.....	5,777.69
From Post Office Department.....	18,750.00
“ Agents.....	8,593.98
“ the Bank of the Cape Fear, at Raleigh.....	120.00
	\$98,247.85

That the above sum of \$98,247.85, has been disposed of as follows, viz:

Amount paid interest.....	\$34,363.91
“ applied to the payment and reduction of the debts of the Company.....	14,488.61
Amount paid insurance on iron rails.....	4,539.00
Amount paid on account of subscription to Wilmington & Manchester Railroad Company.....	5,000.00
Amount due the Company from individuals.....	7,060.23
Amount due from the Post Office Department.....	18,750.00
Amount loss by counterfeit money.....	179.00
Amount charged to profit and loss.....	7.60
Amount due from agents.....	3,687.58
Amount of cash in the hands of the Treasurer of the Company, 1 st October, 1849.....	10,181.92
	\$98,247.85

				No. of Passengers.	
Years.	Receipts.	Expenditures.	Profits.	Through	Way.
1841	297,228.39	241,945.34	55,283.05	9,742	5,498
1842	211,977.48	180,892.65	31,084.83		
1843	257,257.82	179,251.00	78,206.82	8,450	13,574
1844	289,533.75	203,633.24	85,900.51	10,358	16,041
1845	288,493.45	212,091.20	76,402.25	14,018	16,393
1846	317,822.49	289,681.45	28,140.04	11,885	20,498
1847	331,480.20	259,912.60	71,567.60	13,073	25,396
1848	317,459.50	275,228.86	42,130.64	11,456	28,327
1849	310,397.00	245,998.58	64,698.42	11,207	27,575

PERSONS IN THE EMPLOY OF THE COMPANY.

	Salary
President.....	\$2,000
Secretary and Treasurer.....	1,500
Clerk to the Treasurer.....	600
Superintendent of Road repairs.....	850
Assistant for Superintendent.....	150
Steamboat Agent at Wilmington.....	800
Clerk for Steamboat Agent.....	200
Steamboat Agent at Charleston, and mail carrier, including wharf hands.....	1,400
Transportation Agent at Wilmington.....	800
Agent at Weldon.....	800
Superintendent of Shops and Machinery.....	1,000
Finishers.....	\$2.00 per day
do.....	1.75 do.
do.....	1.50 do.
Blacksmith.....	2.25 do.
do.....	2.00 do.
do.....	1.87 ½ do.
do.....	1.50 do.
Pattern Maker.....	2.00 do.
2 Moulders.....	2.00 do.
1 Brass Moulder.....	1.37 ½ do.
1 Moulder.....	20.00 per month.
1 Apprentices.....	20.00 do.
2 do.....	25.00 do.
1 do.....	18.00 do.
1 do.....	15.00 do.
1 do.....	12.50 do.
2 Helpers.....	18.00 do.
1 do.....	12.50 do.

1	do.....	7.00	do.
1	Boiler Maker.....	2.25	do.
1	do.....	1.75	do.
1	do.....	1.50	do.
2	Engineers.....	65.00	per month.
7	do.....	60.00	do.
1	do.....	25.00	do.
1	do.....	20.00	do.
9	Firemen.....	20.00	do.
1	Coach repairer in shop.....	1.00	per day.
1	do. do. do.....	87 ½	do.
1	Carpenter on coaches and cars.....	2.25	do.
6	do. do.....	1.50	do.
4	do. do.....	1.25	do.
5	do. do.....	1.00	do.
2	do. do.....	62 ½	do.
1	Overseer on road repairs.....	40.00	per day.
1	do. do.....	35.00	per day.
12	do. do.....	30.00	do.
3	Carpenters.....	35.00	do.
1	Painter.....	10.00	do.
5	Conductors on Trains.....	42.00	do.
3	Train hands.....	18.00	do.
2	do. do.....	10.00	do.
2	Yard hands.....	8.34	do.
12	Agents at Depots and water stations, aggregate per annum.....	\$2,666	
14	Spike Drivers, do. do.....	182	
12	Laborers on Road repairs, do.....	1,524	
4	Black carpenters do. do.....	756	
6	Hands on Sunday at water stations, do.....	78	
8	Hands on Timber Trains, do.....	864	
222	Negroes on Road repairs, &c., including those on boats and wharf.....	18,593	

STEAMBOATS.

3	Captains.....	1,000	per annum
3	First Mates.....	420	do.
3	Second Mates.....	240	do.
4	First Engineers.....	720	do.
4	Second Engineers.....	480	do.
8	Firemen.....	192	do.
6	Wheelmen.....	192	do.
9	Deck hands.....	120	do.
3	Stewards.....	240	do.
3	Stewardesses.....	96	do.
6	Waiters.....	120	do.

3 Cooks.....	180	do.
6 Knife boys and scullions.....	72	do.
3 Deck hands included in negro bonds		
10 Wharf hands do. do. do.		

471 total number.

All of which is respectfully submitted.

JAMES GRISWOLD,
H. NUTT,
WM. S. BAKER.

November 15th, 1849.

The Wilmington Journal,
November 19, 1849.

87. ACCIDENTAL DEATH

We learn from Mr. W. A. WALKER, Postmaster on the Wilmington & Raleigh Railroad, that a man by the name of JOHN PITMAN, was run over on Tuesday morning last, before day, by the locomotive, near the 110th mile post, in Edgecome county, and instantly killed. It is supposed he was lying on the track in a state of intoxication. The Engineer was not aware of anything of the kind until he arrived at the breakfast house, at Goldsboro', when he discovered part of the man's clothes on the cow hooks. We learn that he leaves a wife a six children.

The Wilmington Journal,
November 23, 1849.

88. THE GREENSBORO' CONVENTION

We learn from the Greensboro' Patriot, of the 1st instant, that the delegates to the Greensboro' Railroad Convention assembled in the Presbyterian Church in that place on the 20th ult., at 11 o'clock A. M. The meeting was temporarily organized by calling GEORGE DAVIS, Esq., of Wilmington, to the Chair, and appointing Mr. RABOTEAU, of Raleigh, and Mr. CALDWELL, of Guilford county, Secretaries. Upon a call being made for delegates, it was found that over one hundred and fifty were in attendance. The following counties were represented: Alamance, Buncombe, Brunswick, Burke, Craven, Caswell, Chatham, Cabarrus, Cherokee, Davidson, Guilford, Johnston, Lincoln, Mecklenburg, McDowell, New Hanover, Northampton, Orange, Rowan, Rockingham, Randolph, Rutherford, Wayne, Wake—in all, twenty-four counties. Petersburg, Va., and also the Petersburg Railroad Company, and the Greenville and Roanoke Railroad Company, were represented.

Hon. CALVIN GRAVES, of Caswell, was elected President of the Convention; Hon. R. M. SAUNDERS, Dr. FREDERICK J. HILL, Hon. JOHN W. ELLIS, Col. JOHN MCLEOD, Gen. JOHN G. BYNUM, and Ex- Gov. MOREHEAD, Vice-Presidents; and C. C. RABOTEAU, of Wake, and D. F. CALDWELL and F. SWAIM, of Guilford, Secretaries.

It appears that the actual amount of unconditional subscriptions to the work, so far, had been \$190,000, which was raised to \$204,000 before the adjournment of the Convention. A Committee appointed to take into consideration the best plan for securing the subscription of the balance of the million required by the charter, reported the following resolutions, which were adopted:

Resolved, That as soon as the Company shall be duly organized, it shall be both expedient and proper that the President and Directors shall cause the proper surveys and estimates to be made, and the Road to be put under contract on the entire route—commencing at the Wilmington and Raleigh Railroad, where the same passes over the Neuse River, in the county of Wayne, *via* Raleigh, and thence by the most practicable route *via* Salisbury, in the county of Rowan, to the town of Charlotte, in the county of Mecklenburg.

Resolved further, That it is highly important and necessary that the whole of the unsubscribed capital of one million should be subscribed before the adjournment of this Convention, and that a subscription be forthwith opened for that purpose.

JOHN A. GILMER, Esq.

The Wilmington Journal,
December 7, 1849.

89. RAILROAD CONVENTIONS

Hon. R. M. SAUNDERS, Chairman of the Executive Committee appointed by the Greensboro' Convention, gives notice that, in accordance with a resolution of that Convention, Railroad Conventions will be held at the following times and places, to wit:

Alamance C. H., Tuesday, 4th December, 1849;
Hillsboro', Orange county, Tuesday 11th December;
Raleigh, Wake county, Saturday, 15th December;
Salem, Forsyth county, Tuesday, 18th December;
Smithfield, Johnston county, Saturday 22^d December;
Goldsboro', Wayne county, Thursday, 3^d. January, 1850;
Lexington, Davidson, Friday, 4th January;
Wilmington, New Hanover county, Saturday, 5th January;
Salisbury, Rowan county, Saturday, 5th January;
Concord, Cabarrus county, Monday, 7th January;
Charlotte, Mecklenburg county, 9th January;
Mount Mourne, Iredell county, Friday, 11th January;

Statesville, Iredell county, Saturday, 12th January;
Mocksville, Davie county, Monday, 11th January.

The Wilmington Journal,
December 14, 1849.

90. THE WILMINGTON AND MANCHESTER RAILROAD

The last Marion Star says:

“It is gratifying to see, as the work progresses, and as the time is approaching when the company have a prospect of realizing the means to put the great enterprise in motion, how prompt and spirited is the move in increasing the subscription of stock in the Wilmington and Manchester Railroad to the amount required to get the \$200,000 State subscription.”

There is a certain amount of work to be done on this Road before the money can be drawn for the State subscription. The Star says—“for the purpose of completing this work, another subscription has been set on foot, and that in one neighborhood in Marion District, west of the Great Pee Dee, the sum of \$15,000 new stock, has been subscribed in less than a week, and that before the middle of the session of the Legislature, there will be in that District about something near \$30,000 of new stock. If the other District and counties interested do their duty as fully the sum of \$750,000 will be exceeded, and no impediment will be presented to get the consent of the Legislature to give the company at once the use of the state subscription.”

The paper from which we quote has a lengthy editorial going to prove what benefit the road would be to planters and others. We give a short extract—

“If we could exhibit, at a glance, the saving that a road even to this place would be to the interests of our community, and to the Pee Dee country generally, there are but few, as a matter of public as well as of private interest, who would not be will to come up to the extent of their ability, which if half would do, would not only put the work beyond contingency but hasten its final completion.

“The planting interest of the country, if it were to build the road alone, would save enough annually to pay a fair per cent upon the outlay.”

North Carolina Argus.

The Wilmington Journal,
December 14, 1849.

91. TO THE CITIZENS OF NORTH CAROLINA

The undersigned having been appointed by the Convention held in Greensboro' on the 29th ultimo, to address the People of the State, and of urging most earnestly, your co-operation, in order to secure the Charter granted by the last General assembly to the "North Carolina Rail Road Company"—we shall, as we think, most usefully discharge this duty, by simply explaining the action, the present condition of things, and what is positively necessary, in order to organize the Company and carry out the views and recommendations of the Convention, for the accomplishment of this great State improvement.

The Act granting the Charter, requires a subscription on the part of individuals of One Million of Dollars, and the payment of the first instalment of five dollars per share, when the Company shall be regarded as formed, and the Stockholders are authorized to proceed to the election of a Board of 12 Directors, who are to elect a President and have the general management of the affairs of the Company. Whenever the President shall cause it to be certified, under the seal of the said Company, that one million of dollars have been subscribed, and at least five hundred thousand dollars of stock actually paid in, then there is to be subscribed in behalf of the State, two million of dollars to the capital stock of said Company. At the recent meeting of the Convention, it was ascertained that upwards of two hundred thousand dollars of the stock had been taken; whereupon, in order to secure the amount necessary to make up the one million, it was resolved by the Convention "that the President and Directors, in letting out contracts for work and materials, shall, in all cases, give a preference to such Stockholders as may propose or desire to become Contractors." After the adoption of this Resolution, it was proposed that a company of one hundred persons should take what ever might remain unsubscribed of the one million of stock, and thus secure the Charter to a certainty. And we are happy to inform you, that 51 names have already been subscribed, requiring only 49 more gentlemen of equal spirit, to put the matter beyond all doubt.

Since the adjournment of the Convention, as we hear, some twenty or thirty thousand dollars, have been taken in Alamance and other places, and it now remains to be seen if the 49 gentlemen, with the aid of the positive subscriptions, cannot be found in the State, to take the balance. We flatter ourselves, the question has only to be stated to be answered affirmatively. To effect this object, and to give every possible information on the subject, Rail Road Conventions are to be held in the respective Counties through which the Road is expected to pass, which will be attended by several intelligent gentlemen, and to which all are invited who may take an interest in the matter. And as this may be considered the last great effort for the improvement of the internal condition of the State, we confidently appeal to one and all, who claim to be North Carolinians, and who feel any concern for the elevation of her character and the promotion of her prosperity, to come to our aid in the accomplishment of this great undertaking. We honestly believe those who may subscribe or who may consent to become one of the Company of one hundred for taking the unsubscribed stock, can run no possible risk of loss or be put to the least inconvenience, beyond the payment of the five dollars on the share and the lending of their credit to the concern. We say this, as we doubt not that the Board of Directors will, in good faith, carry out the resolve of the Convention in giving to the Stockholders the contracts, or of allowing those who may not desire them, to transfer their stock,

in part at least, to such as may wish to become contractors.—This plan has been adopted by other Companies, and has been found to operate most advantageously. In conclusion, we tell you the spirit of improvement by means of Rail Roads is abroad, amongst our sister States, that the utility of the system is not only established by the experience of the prudent and practicable, but its necessity is rendered absolutely indispensable to all who desire or expect to participate in the advantages of an early and certain market. We appeal then with great confidence to your interest as well as your patriotism, to exert yourselves in behalf of a measure which promises so much for the State, by stopping the tide of emigration, now carrying off.....citizens, and which shall vindicate the wisdom of the Legislature in its support of a judicious system of internal improvements and cause every native son to feel a pride in claiming to be a North Carolinian.

R. M. SAUNDERS,
ALEXANDER McCRAE,
JAMES GRISWOLD,
JOHN McLEOD,
WM. A. GRAHAM,
BENJ. TROLLINGER,
J. M. MOREHEAD,
J. W. THOMAS,
J. B. LORD,
C. J. FOX,
RUFUS BARRINGER,
D. L. SWAIN,

December 10, 1849.

The Wilmington Journal,
December 17, 1849.

92. FINANCES OF NORTH CAROLINA

The following is the “recapitulation” of the Comptroller’s report of the State finances, from November 1, 1848, to November 1, 1849, as the same has been published in the Raleigh Register and Standard, agreeably to a provision of the Legislature:

PUBLIC FUND.

Receipts.

Sale of State Bonds.....	\$224,500.00
Public Tax rec’d of Sheriffs.....	113,239.70
Bank loan (Cape Fear B’k).....	40,000.00
“ “ (B’k of State,).....	21,128.14
Bank tax, B’k of State.....	2,243.25
“ “ B’k of Cape Fear.....	2,389.00

Interest on Wilmington and Raleigh Railroad bonds.....	3,000.00
Cherokee bonds.....	2,662.92
Dividends Bank stock, Cape Fear Bank.....	732.00
Sale of old public offices.....	576.87
Attorney's License.....	690.00
Bank tax, Merchants' Bank, Newbern.....	562.50
Cherokee Lands.....	506.00
Bank tax, Commercial Bank, Wilmington.....	455.75
Additional returns of public Tax.....	54.87
Int. Improvement Board.....	10.00
	412,756.00

Disbursements.

Judiciary.....	\$129,232.80
Post Office.....	267.47
Int'st on R. & G. R. R. bonds.....	39,075.00

Governor's house, for repairs and furniture.....	1,323.78
Public Printing.....	4,579.74
Capitol Square.....	563.00
Stationary.....	792.29
Fund for Int. Improvement.....	918.00
Treasury notes burnt by Committee of Finance.....	2.95
Pensioners.....	755.00
Public Library.....	250.37
Valuation of Cherokee Lands.....	402.00
International Exchanges.....	759.00
Princip'l on R. & G. R. R. b'ds,.....	26,000.00
Interest on State Loan.....	7,147.40
Insolvent Polls.....	59.68
State Capitol.....	126.10
Raleigh & Gaston R. R. debts.....	61,887.55
Council of State.....	171.45
State Loan.....	10,000.00
Executive Department.....	2,348.00
Treasury do.....	2,000.00
State do.....	800.00
Comptroller's do.....	1,000.00
Adj't General do.....	200.00

Superintend't public build'gs.....	260.00
State Librarian.....	525.00
Weights and Measures.....	825.70
Salisbury & West'n T'ke R'd.....	2,504.50
Stock in Fayetteville Pl'k R'd.....	10,000.00
General Assembly.....	44,632.66
Electoral Election.....	2,058.43
Senatorial do.....	26.16
Sheriff's for settling tax.....	1,384.05
Governor's Election.....	56.00
Congress do.....	704.28
Contingencies.....	2,812.63
Balance due by pub. Treasurer	
1 st Nov., 1848.....	37,068.08
	373,517.97

Balance in hand 1st Nov. 1849.....\$39,238.04

LITERARY FUND

Receipts.

Balance due Literary Fund 1 st day Nov.	
1848.....	\$136,212.69
Entries of vacant land.....	6,782.86
B'k dividends, (B'k C. Fear,).....	52,040.00
“ “ “ State,.....	21,364.75
Interest on bonds of the Raleigh	
& Gaston Railroad.....	9,153.00
Interest on bonds of the	
Wilmington & Raleigh Rail'r'd.....	8,100.00
Cape Fear Nav. dividends.....	1,300.00
Support of Deaf and Dumb	
School.....	375.00
Floral College, int'st on loan.....	120.00
Wake Forest, do. do.....	612.40
Roanoke Nav. dividends.....	1,750.00
Tavern Tax.....	3,117.04
Auction Tax.....	673.30
	241,600.98

Disbursements.

Support of Common Schools.....	\$99,449.38
“ Deaf and Dumb.....	13,000.00

Caldwell and Ashe Turnpike	
Road.....	1,200.00
Expenses of Literary Board.....	1,679.04
Superintendent Deaf & Dumb	
School.....	1,500.00
S. Burns for Deaf and Dumb.....	65.00
	116,893.42
Balance due President and Directors	
Literary Fund, 1 st November, 1849.....	\$124,707.56

93. RAIL ROAD CONVENTION.

According to the appointment of the Central Committee, a Convention of the friends of the Central Rail Road will be held in this place on Saturday week, the fifth of January.—It is expected that Gen. SAUNDERS and other distinguished gentlemen will be present.

The Wilmington Journal,
December 28, 1849.

1. [Editors Comment]

We alluded in last weeks paper to a person calling himself Dr R.K Williams of Wilmington, N.C, having been arrested at Petersburg, Va., on a charge of forgery, stating that no such person as Dr. R. K. Williams belonged to this place. Since that that time, the following facts, no doubt referring to the same individual, have been communicated to us. We give them as we receive them, from unquestionable authority:

The Dr. R.K. Williams, of Wilmington, N.C., who has been arrested in Petersburg, we presume to be a young man belonging near Faison's Depot, and who for a short time was clerk in a dry goods store in this place.

Some person signing his name S. O. Williams forged a draft of I. B. Kelly, of Kenansville, on E.J. Lutterloh, of this place, for \$300, and sent it to Russell & Bro. for collection. The forgery was so complete that Mr. L. would have paid the draft, but having no funds of Mr. K.'s in hand, and it being unusual for him to value on him without advice or funds in hand, he deferred doing so 'till he could hear from Mr. K., who pronounced it a forgery. Russell & Bro. have received a letter since from S. O. Williams, dated Goldsboro', enclosing \$1 to defray expenses on draft, stating Mr. Kelly had paid it, with a request to forward the draft to him immediately.

The Wilmington Journal
January 23, 1854

2. For the Last Time

This morning, for, we suppose, nearly about the last time, we heard the ringing of the steamboat bell on her arrival here from Charleston, and saw her sweep along the river front of town. Hereafter, we presume, all intercourse between this place and the Queen City must be carried on by way of the Wilmington and Manchester, and the South Carolina Rail Roads.

A piece of open sea navigation like that between this place and Charleston, must always occasion a break and comparative uncertainty in the operation of lines composed of Rail Road travel, so that we must have looked for grumbling so long as it existed, --no matter how prompt and faithful the service performed by the boats; and no boats have done better service, or with less loss of life or property than those belonging to the Wilmington and Raleigh Rail Road Company. Still with all the grumbling we had come to regard them as old friends. Their commanders, too we have always found exceedingly clever gentlemen, and if one *did* puke a little in rough weather, it was all for the good of his or her wholesome.

Some arrangement must be made for the conveyance of the mail to Smithville and along that route, through Brunswick, and into South Carolina. There is some talk of one of the line boats being purchased to run between this place and Charleston; but that would be only once a week. Now that the line boats are finally withdrawn, it would seem that a boat to Smithville might pay, at least during the Summer months.

The Wilmington Journal
February 3, 1854

3. [Editor's Comment]

Mr. Malone, engineer of the Norfolk and Petersburg Railroad, writes to the Norfolk Argus, that "the work on eleven sections of the 'Norfolk and Petersburg Railroad' covering a distance of 52 6 10 miles, has been let to very respectable and responsible parties, and for the work on the remaining sections, making up the 61 miles, propositions are held under considerations. The contractors for the past week have been engaged on the line and elsewhere, making preliminary arrangements necessary for and active prosecution of their respective jobs; and the work of construction begins this month, and at several points along the line. For the clearing and graduation on the remaining portion of the line to Petersburg, with the 'abutment masonry' of bridges over both branches of the Elizabeth river and some other work; proposals will soon be solicited."

The Wilmington Journal
February 3, 1854

4. Wilmington and Manchester Rail Road

The Stockholders of this Company met yesterday at the appointed hour. The State of North Carolina was represented by H.L. Holmes, Esq., who it is proper to remark, by some inadvertence, only received his commission that morning, and was thus forced to act upon his immediate judgment, without any time for examination or consultation.

A considerable amount of business was transacted, the following officers being re-elected:

W.W. Harllee, President.

Directors—T. D. Walker, John H. Taylor, N.N. Nixon, Henry Nutt, Alfred Smith, J.E. Gregg, E.W. Charles, G.J.W. McCall, M.A. Muldrow, J.B. Moore.

After the vote had been taken, but previous to its result being announced a commission from the Governor of North Carolina was presented, authorizing Samuel J. Person, Esq., to act as Director on the part of the State of N.C. The Company refused to recognize the right of such appointment by the Governor and the Board of Directors stands as above.

We learn that a resolution was unanimously adopted authorizing the sale of the \$200,000 worth of W & R. R. R. stock held by the Company, and received from the State of North Carolina in exchange for an equal amount in the stock of the W. & M. R. R. Co. The resolution contains a proviso for the payment to the State any amount of loss which she may sustain by the sale of such stock at less rate than par, in case the State should demand it. A resolution was also passed, authorizing the sale of \$200,000 income bonds of the Company, for the purpose of erecting workshops, depots, etc., and of stocking the road with motive power, cars, etc.

On the motion of H.L. Holmes, Esq., a committee was appointed to procure gold medals to be presented to Major Gwinn and L.J. Flemming, Esqs., in token of the appreciation of their successful adaptation of a valuable English plan for the construction of piers for bridges, as carried into effect in the Company's bridge over the Great Pee Dee. The medals to be presented after the passage of the first train over the river.

The official proceedings have not yet been handed in; neither have we been favored with any of the reports of the officers; so we can state little more of the condition of the Company than is already known – namely, that the track has been laid up to the Pee Dee River on both sides, and that the Bridge across the River will be completed in a short time. We hope shortly to be able to lay the financial and general business of the Company before our readers.

The Wilmington Journal
January 30, 1854

5. Railroad Accident

Charleston, Jan 24. – The mail train from Augusta, near Lowery's Turn-out, ran off the track this morning. Three cars were smashed and the Rev. Mr. Baird, editor of the Southern Presbyterian, and a brakeman were badly injured.

The Wilmington Journal
January 30, 1854

6. Fayetteville & Warsaw Plank Road

We learn that, at a meeting of the Stockholders of the Fayetteville & Warsaw Plank Road Company, on the 20th inst., at Clinton, Thomas Bunting, Wm. Faison, Alfred Johnson, Thomas M. Lee, Dr. Wm. McKoy, Patrick Murphy and Wm. S. Devane were elected Directors. At a meeting of the Directors, on the 25th, Dr. Wm. McKoy was elected President, with a salary of \$100, and Patrick Murphy Secretary and Treasurer-salary \$250.

7. Wilmington as a Cotton Market

The Manchester Railroad is now laid along its whole line and is rapidly approaching completion and efficiency. The period, therefore, will soon arrive which will test the accuracy of the calculations based upon the Cotton trade to be brought to Wilmington by that Road. We believe the amount fairly to be expected was put at something like fifty thousand bales per annum, an item certainly of great importance, being equal in value to one half of all our annual exports of a few years since. It was confidently hoped that this amount might be much increased, and that a regular cotton market established here would also attract a considerable quantity of that staple to this point, which now seeks other markets.

We think that all these hopes and calculations may be fully realized. There is every opening here for the establishment of a full, regular and important cotton market, and so far there is market for all that comes, but nevertheless there is abundant room for the employment of additional enterprise and capital, in order to meet the vast accession of this and other branches of trade which may be confidently expected, and which, to be secured, must be met and provided for. The Manchester Road alone will bring an accession to the naval store business to tax to the utmost the present facilities for the transaction of that business. If we add to this the business from at least the first division of the Central Road through Johnston county, and that of the Deep River country which will all be rendered available within the year, it will be easy to see that to carry on the trade of this place, even in its present established branches, an enlarged force and capital will be necessary. More capital and more buyers will certainly be needed in the cotton market. To secure and retain the cotton trade in our grasp, we must offer a market equal in all respects to Charleston. We speak therefore in the interests of the town and of its commerce, when we say to men of capital and experience in the cotton trade, here and elsewhere, that there is an opening for the establishment of a successful business here in that line. Let every bale offering be bought as promptly as in Charleston, and at the same rates, and sixty thousand bales will come here annually within the next three years.

As we have said before, our merchants, with an enterprise and liberality in which they have no superiors on the continent, endeavor to meet the demand in this respect, and do meet it in the present state of things predicted from the establishment of the Manchester Road, will require an additional force of men of money. These cannot properly be drawn from the naval store, lumber and other trades of the place. These branches of business bid fair to occupy, to the full, every man and every dollar engaged in transacting them. Experienced cotton buyers, from any where, would be an acquisition.

We wish to call the attention of the mercantile community abroad to this state of the case. Wilmington is growing rapidly. The trade pouring in upon her is growing even more rapidly than the place. This capital would find profitable employment to the advantage of all parties.

February 10, 1854

8. The Wilmington and Manchester Rail Road

From the Charleston Courier of the 7th inst.

Having received the subjoined communication from one of the most prominent citizens of the State, we do not feel at liberty to withhold it from our readers:

Mssrs. Editors: - I beg leave through your columns, to call the attention of the authorities, that administer the affairs of this Road, to sundry highly objectionable features in the manner in which the passenger trains are conducted.

I am credibly informed, that the passenger trains are conducted over the Wateree trestle work at a most dangerous speed. Within the last week a train with about 100 passengers was carried over that viaduct, (4 miles of trestle) in 8 minutes. There is not a more dangerous or defective trestle in the State, and to go over it with that velocity, is absolutely murderous. If the works had broken through, or the cars been run off, the calamity would have surpassed the horrors of Norwalk. Are the lives and limbs of the traveling community to be put in peril at the caprice of a reckless engineer or conductor? Why is not the Wateree bridge and trestle renewed and built according to the contract between the two companies? To have it in its present condition longer than it can possibly be avoided, is unsafe and unwise. It is trifling with the lives of the people. It is impolitic in a pecuniary point of view.

If accidents or damages were to take place, what right, or what would be the measure of damages, which an intelligent and impartial jury would award?

I further notice that barefaced tippling is allowed in the passenger cars, to the great annoyance of the more genteel passengers. The subscriber was an eye witness to this some ten days since. There was a set of some half dozen men, who with their bottles, resorted frequently to the water jar that was placed in our corner of the passenger car, for the purpose of indulging in their unbecoming potations, to the great disgust of everyone present, not of that rude and boisterous set.

During the past week, there was great complaint among the passengers from Wilmington, on account of the United States mail train not connecting with the down train from Columbia to Branchville, on the South-Carolina Road, from which they suffered great inconvenience. This could have been better endured if the disappointment had resulted from inevitable causes. But this was not to be the case. – For after losing many hours by delay at the Mars Bluff Depot, they failed to connect by a few minutes.

Are these things to be tolerated? Is that Road which promises so much, to be conducted in this manner? Let the proper authorities look to it.

A STOCKHOLDER IN SAID ROAD

We take the above communication from the Charleston Courier, to call attention of those interested in the Manchester Road, and those who may not see that paper, to the charges which are brought against it. We cannot speak understandingly in relation to the state of the Wateree Trestle work, for which, however the South Carolina Road is equally responsible; but we do know that fast running there is in direct violation of the rules laid down by Mr. Fleming, the superintendent of the Wilmington and Manchester Road, and printed along with the schedules furnished to every employee of the Road. The following is the printed rule.

“The speed over the following Trestle Work and Bridges shall not exceed six miles per hour: Eagles’ Island, Hood’s Creek, Livingstone, Big Creek, White Marsh, Porter Swamp, Lumber and Little Pee Dee Rivers, Toby’s Creek, Great Pee Dee River, Lake Swamp, Sparrow Swamp, Lynch’s Creek, Black River, Scape O’er, Rocky Bluff, Green Swamp, Cane Savannah, Campbell’s Creek and Wateree River.

The Wilmington Journal
February 10, 1854

9. LOCATION OF THE WORK SHOPS

The President and Directors of the Wilmington and Manchester Road, held a meeting, we are informed, at Marion, on Saturday last, and decided upon locating the work-shops, buildings, &c., of the Company, at Wilmington.

The matter was left to their decision, it will be remembered, by the Stockholders at their last general meeting.-*Herald*

The Wilmington Journal
February 17, 1854

10. HEAVY FRESHET

CONGAREE RIVER OVERFLOWED—TWO HUNDRED YARDS SOUTH CAROLINA RAIL ROAD WASHED UP-MANCHESTER TRESTLE –WOK AT WATEREE IN DANGER.

We learn from passengers and officials on the Wilmington and Manchester Cars, which arrived this morning, that the Congaree River rose to a tremendous height yesterday morning. At Kingsville, the rise was about seven inches per hour. At the time the Manchester cars left Kingsville yesterday evening, from 150 to 200 yards of the South Carolina Rail Road had washed up in two different places, about ½ mile from the junction, and water was still rising. The mails and passengers had to be conveyed over the breaks by means of hand cars. Great fears were entertained for the safety of the Wateree Trestle-work on the Manchester Road. At Camden yesterday morning the water was higher than it was last year, when so much damage

was done to the Camden Road. It was feared the water would reach the top of the Trestle by day light this morning. We hope the fears entertained may not be realized.

-Daily Journal, 1st inst.

The Wilmington Journal
March 3, 1854

11. Robbers

Our town has been the scene of two or three high handed robberies recently.

An individual was accosted at the Depot the other evening by a couple of men, who, in the course of conversation, offered to show the stranger a famous locality in the vicinity, a battle ground or something of the sort. Upon repairing to the spot, they rifled his pockets of their contents, taking from him several hundred dollars.....

-Herald

The Wilmington Journal
March 3, 1854

12. Arrested

Two men were arrested last Tuesday at Stricklands' Depot, on the Wilmington and Raleigh Rail Road, by Deputy Sheriff Alderman and John Nutt Esq., on suspicion of having been engaged in the various robberies alluded to above, by the Herald of this morning. They gave for their names Henry Howard, and Nick Sparks, or Parker. They were committed to jail Tuesday night by W.N. Peden, Esq., for further investigation. Seven or eight hundred dollars were found upon their persons. Also Blank Checks on various Banks of the States. Also Rail Road Checks for baggage, besides some other articles of a suspicious nature. We do not deem it necessary or proper to go into a detailed statement of their arrest at the present time. Too much praise cannot, however, be awarded to Capt. Knight, of the freight train, for their arrest.

The Wilmington Journal
March 3, 1854

13. The Late Rains

Have been very destructive to property, both North and South. Several Railroad Bridges have been swept off, and other damage sustained. The mails have consequently been detained. There was no connection of the cars at Weldon last night, in consequence of Squash Creek Bridge having been carried away.

The cars from the South arrived this morning, but brought no mail. The South Carolina cars were unable to connect with the Manchester train, in consequence of their Road having been washed up, as stated yesterday. It is also reported that the water in the Wateree River had rose four feet above the Rails on the Wateree Trestle work. This trestle is four miles long. The Great Pee Dee is also said to be very full.

--*Daily Journal*, 2nd inst.

The Wilmington Journal
March 3, 1854

14. [notice]

The recent washing up of the South Carolina Road and the overflow of the Wateree trestle work, caused, as before stated, material delay in the transportation of passengers and the mails South of Sumterville. In consequence of these unavoidable accidents, the steamer Gladiator, Capt. Bates, belonging to the Wilmington & Raleigh Rail Road Company, has been generously put into service, to convey passengers to Charleston. She left on Saturday last, at 4 o'clock, P.M., for Charleston, taking the U.S. Mails and about one hundred passengers.

The enterprising proprietor of the Pavilion Hotel in Charleston chartered the steamer Florida, on Saturday last, at a cost of \$1,200 the trip, for a similar purpose. The Florida, Capt. Willie, arrived here yesterday morning about 9 o'clock, with sixty odd passengers and the mails. The Florida left here yesterday, at about 4 P.M., on her return trip to Charleston, with about sixty passengers and the through mails, which had arrived since the departure of the Gladiator.

--*Daily Journal*, 6th inst.

The Wilmington Journal
March 10, 1854

15. LETTER FROM THE EDITOR

Philadelphia, March 2nd, 1854

Having just arrived here via Washington City--where I stopped a day or two, I propose filling a short space of time, which I cannot otherwise conveniently occupy, with the composition of a "Communication" for the Journal; perhaps it may come equally convenient to fill some space in the paper, and at least stop the ravenous cry of "Copy".

It is not by any means a jolly affair, this starting off on the Cars by your private self, - rolling your body up in one corner like a boa constrictor, or, as Mrs. Partington renders it "a blessed old boss contractor," and thinking over your sins and misdemeanors, to say nothing of the money you owe; and then, if your papers and receipts are not all right and fixed up, who knows but in the case of your getting killed on the Cars, your Administrator might conspire with Miss Fox, the Spiritual Rapper, to have your Ghost up to tell all about it, and give the necessary information. However, towards Weldon, better thoughts return--you awake to hope and a

consciousness of stewed oysters, which latter delicacy you get, together with other *et ceteras* of a capital dinner, at Mr. Whitfield's;--taking the Bay Line, you get a good night's sleep on board the boat, and next morning are in Baltimore, as well as could be expected. There had been a very heavy Snow at Baltimore and Washington, and some of it yet remains, although the weather this week has been as mild as it was in Wilmington when I left....

FULTON

The Wilmington Journal
March 6, 1854

16. [Editorial]

In consequence of the resumption of travel on the Wilmington and Manchester Rail Road, the steamer Carolina, Capt. COXETTER, will not leave for Wilmington this afternoon. Mr. J.W. CALDWELL, however, is no less entitled to the thanks of the community for his intention to have run the boat for the accommodation of the public.

We clip the above from the Charleston Courier of Wednesday last. It is a little surprising to see so intelligent a press as that of Charleston continually putting forth articles of an injurious nature to the interests of the Wilmington and Manchester Rail Road, as have lately appeared in the press of that city. Yesterday our attention was called to a most scurrilous communication, in the Charleston Standard, we believe, denouncing and ridiculing our Hotels and Rail Roads in the most contemptible manner. – So filthy and false an article should never have been permitted to reach the public eye, especially through the columns of any paper pretending to the least mite of decency. We are free to admit that Wilmington is defiant in Hotel accommodations; but those we have are at least decent, and do not deserve the abuse that some *interested*, puny scribblers are disposed to heap upon them. The Charleston press have been incessant in laying all the blame of the late unavoidable delays in traveling, and the mails, to the Wilmington and Manchester Road – when they know, or should know, that there has been *no* delay whatever on this Road. The failures to connect did not happen on the *Manchester Road*, in *one instance*, that we have heard of – and we have kept pretty well posted up in this matter. The whole of the blame, if any, should be placed on the *South Carolina Road*, where it belongs. We dislike to see so much ill feeling evinced by our Charleston brethren, and have not heretofore noticed any of their remarks—hoping they would eventually become ashamed of their course and abandon it. We now merely allude to the matter with a view of correcting many of the false reports that have lately appeared in the Charleston prints.

The Wilmington Journal
March 10, 1854

17.

The name of “Cypress Grove” Post Office, in New Hanover county, has been changed to that of “Burgaw Depot” and WILEY FLOWERS appointed Postmaster.

The Wilmington Journal
March 17, 1854

18. Sleeping in Railroad Cars

Some few months since we noticed an announcement in the Northern papers which could not fail to prove acceptable to the traveling public—namely, the fact that Mr. John T. Hammit, of Philadelphia, had devised a plan for adjusting the seats in Railroad Cars, so that the occupants could enjoy all the pleasure and advantages of a recumbent position, enabling them to obtain the necessary repose even during long journeys—a consummation most devoutly to be wished, and which will be fully appreciated by any person who has traveled all night in Cars furnished with seats of the usual construction, in which every position has been assumed in the vain hope of hitting upon the easier one; and each fresh attempt only resulting in the discovery of some new inconvenience. The legs cramped up—the head bumping about at the risk of having the neck broken, and the painful feeling of excessive sleepiness obliged to be borne without the hope of relief. The contrivance of Mr. Hammitt consists of a seat place in the same position in the car as the present style of seats usually occupy. It is made however, on the reclining principle, and its occupant, by moving a simple knob, can throw himself back in a recumbent posture without any other exertion than moving his hand. The backward movement of the seat throws up a padded leg-rest, and the traveler is then to all intents and purposes reclining on a luxurious lounge, with the single exception that he has no pillow. But this difficulty Mr. Hammitt has also overcome. Each seat is furnished with a sliding, self-adjusting head-rest, which can be moved without the slightest trouble, so as to suit the stature or caprice of the traveler. These rests are made to conform to the shape of the head, and being covered with velvet, and nicely padded, they form very comfortable pillows. This entire arrangement is neat, compact, simple and effective, and withal exceedingly tasteful. The occupant of the seat, in getting out of it, restores it to its original position.—The machinery by which the desirable object of converting a seat into a couch is effected, is so simple in its construction, and is made upon such correct mechanical principles, that its becoming deranged or broken with ordinary usage is almost impossible.

These seats we learn have been introduced into the night cars on the Baltimore and Philadelphia Railroad, and have given the fullest satisfaction. We are also informed that the patent seats have been or are about to be introduced upon the Wilmington and Raleigh, and the Wilmington and Manchester Railroads. Indeed, we learn some of them have already been put on the Manchester Road, and are all that is claimed for them. If so, there can be no question of their general adoption in cars running at night.

The Wilmington Journal
April 10, 1854

19. New Mail Arrangements

A meeting was held in Charleston on the 14th inst., by the Presidents of the Montgomery and West Point, Muscogee, Southwestern, Central, Waynesburg, South Carolina and Wilmington, and the Manchester railroads, to arrange the running of a double mail service

between Washington and New Orleans, by which the mail will be expedited 12 hours. The arrangements will take effect as soon as practicable, probably the 1st of June.

The Wilmington Journal
April 21, 1854

20. [Editorial]

The Senior Editor of the Fayetteville Observer writing from Charleston, says:

“The route from Wilmington to this place is not particular pleasant, for it is a night line, and that is always wearisome, for it involves loss of rest, without any compensation in the sight of objects of interest on the route. On the Wilmington and Manchester road, however, I saw for the first time those newly-invented seats for sleeping in a car. The Company has put one such car on the line, for the occupation of those who have ladies with them, or rather for ladies and those who accompany them. It is really an admirable contrivance, enabling one to recline at full length and so rest and sleep. It ought to be adopted on all night lines.”

The Wilmington Journal
April 21, 1854

21. Fire

A fire broke out last Monday night between 9 and 10 o'clock, on or near the River, and about two squares above the Railroad, by which four frame buildings were destroyed. One was occupied we learn, by Mr. Latta, as a Cooper-shop and turpentine shed; another was a small shop or store, said to belong to Mr. Mayer; another was occupied as a store-house for sashes and blinds, by Mr. Ivey, who has put up a shop near there for the purpose of manufacturing them; and a fourth was used by Mr. Ansley Davis, as a place for negroes which he has here. We do not think that much property besides the buildings was destroyed;--the loss in them we are unable to estimate, precisely; we should not think it would exceed fifteen hundred dollars. We learn that the buildings were owned by Messrs. E.P. Hall and O.G. Parsley.

The Wilmington Journal
April 28, 1854

22. Commencement of the Fayetteville & Western Rail Road

We learn from the last Fayetteville *Carolinian*, that the work on this Road has been commenced, and that Messrs. Seymour, Risley & Co., who contracted for building the whole Road, have let out the grading of the first four miles to Messrs. Jones and Barbee who commenced actual operations on Thursday last and have from sixty to seventy hand at work.

The corps of Engineers are at work locating the balance of the Road, and it is the intention of the contractors to have operations commenced on the whole line immediately. The *Carolinian* considers the prosperity of Fayetteville from henceforth certain.

23. Marion—Trade with Wilmington—Wilmington and Manchester Railroad—Its officers—Its business and prospects—Act worthy of reward—Pee Dee Hotel &c.

Messrs. Editors: --While sojourning in this pleasant little village for a few days , I have paid some little attention to the habits, customs and manners of the people, as well as to their mode of living and conducting business generally. A stranger entitled to it will ever be respectfully treated and entertained here, for, while they scrupulously guard against imposition, they never close their door against any one worthy to go in. Such as they have give they unto them. Indeed, I have found, in traveling through the country, few places where hospitality was dispensed with so liberal a hand; and this is done with so much cordiality as to make the guest feel perfectly at home. But it is the case with him who endeavors to impose upon them. The trade with this District is much larger than it was previous to the building of the W. & M. Road, which runs near Marion village. Some of your merc0hants, I notice, ship large quantities of goods and groceries here. This was not the case formerly, owing to the great inconvenience of transportation; but now goods bought in Wilmington to-day can be here tomorrow, entirely freeing them from the long and disagreeable route per the County road.

The Wilmington and Manchester Railroad is now in the full tide of successful operation with the exception of the bridge over the Great Pee Dee River; and judging from what I hear, is doing a fine business.—We have had the pleasure of an introduction to several of its officers—Gen. Harlee, its President; Mr. Fleming, Superintendent; and Mr. McRae, Treasurer—all of whom I found very courteous and obliging. The manner in which they discharge their various and responsible duties is highly creditable. Devotedly attached to its interests, they are using every means to meet the public expectation. The travel on the line at present is good. Charleston feels this severely. It will take from her, or rather deprive her of, a great deal of money. When the Road was first spoken of, the people of that city sneered at the idea; the people of the Pee Dee country were too poor to build the Road! But now they are beginning to see their error; and I suspect, *would be glad to purchase it, even at a large advance. The Road, however was not built to be sold. Charleston nor the world cannot buy it. That is a fixed fact.*

One act of a negro belonging to a gentleman near this village, I will mention. It seems that the negro was going home, when he discovered a tree blown down and lying across the track. Having nothing with which to remove the obstruction, he went several miles to a neighbor's house, borrowed an axe, returned and cut the tree away. This was certainly a praise worthy deed. Had this faithful negro went on without clearing out the obstruction, in all human probability the lives of many persons, with perhaps the entire train, would have been destroyed. But, as it was, we are firmly of the opinion that he should be well rewarded. We hope that he will be as it will incite others to remove trees or other obstructions from the Road.

The Hotel near the Depot here, known as "Pee Dee Hotel" is getting under way; and will in a short time I am informed, be fully prepared to accommodate any number of passengers. This is the supper-house for passengers to your city. The building in large and commodious, and when completed, will form quite an addition to "Depot Square".—Messrs. Moody, FINKLEA & co., are using every endeavor to please the traveling public. Being a clever set of good-hearted gentlemen, we wish them the largest success. If their efforts find a corresponding remuneration from those who "go by land," success must be theirs.....Yours, &c., A SINNER

The Wilmington Journal
April 21, 1854

24. Look out for the Scamp

On Monday evening last, a man calling himself Samuel Brown, or Captain Brown, came to the house of James O. Bowden, at Cypress Grove, on the W. & R. Railroad—20 miles from Wilmington—requesting to get board. He remained until Wednesday night, when he decamped, between the hours of 10 and 12 o'clock, taking with him a silver watch, \$10 ½ in money, and various articles of clothing. Brown is represented as a small man, over sixty years of age, hair grey or white, and was dressed in an alpaca frock or sack coat and pantaloons and a satin vest. He had a hole cut through his shoe, on his right foot over his big toe joint, apparently to accommodate a lump on his foot. Look out for him.

The Wilmington Journal
May 15, 1854

25. Arrival of Ex-President Fillmore and Mr. Kennedy

Ex-President Fillmore, of New York, and Mr. Kennedy of Maryland, Secretary of the Navy under his administration, arrived here this morning on the Manchester cars, from Columbia. A very large number of our citizens of both parties have called upon our distinguished visitors, at their rooms at Mr. Holmes' Hotel. Owing to the illness of Mrs. Kennedy, they are anxious to reach Baltimore at the earliest possible moment, and are thus compelled to leave for the North by the 2 o'clock train. In accordance with the earnest wish of the people, Mr. F. had designed making a short address from the balcony of the Hotel, at 11 o'clock, but in consequence of the rain, his intention could not be carried out.....

The Wilmington Journal
May 15, 1854

26. Point Peter for Sale

We would call the attention of Capitalists and all others interested, to the advertisement of this valuable property, with its great extent of available wharf front as well as its other advantages. It must, in view of the opening of the coal trade become largely enhanced in value.

The Wilmington Journal

June 2, 1854

27. The Proposed Railroad to Charlotte

So early a period in the inception of any work, or rather in the inception of the preliminary movements towards any work, is much too soon to speak positively with reference to its future prospects, which may be dependent upon so many contingencies which the future alone can reveal. As regards the spirit with which the proposition has been received here and the indications which existing circumstances afford, however, we can speak, and they are highly favourable in view of the benefits expected to be derived from the completion of such a work and of the probabilities of its construction. On this latter point much must, of course depend upon the action of the intermediate counties between the two points. We have reason to believe that these counties or most of them are fully alive to the importance of the object in view, and sanguine expectations are that they will come up to the work warmly and liberally.

A direct connection with the west has long been a cherished object with the cities of Wilmington, and has also engaged the attention of the press here, as we find by a reference to our files, where we find that such connection has been alluded to and urged at sundry times, extending back for some years, but especially since the agitation of the Charleston Commercial Convention. Our contemporaries of the Commercial and Herald have also alluded to this matter.

The recent action of the citizens of Charlotte, is the first move made by our western brethren in this direction, the first indication of a desire to meet us in forming the desiderated connection, and is but right and proper and courteous on our part, that the invitation of the people of Charlotte and Mecklenberg county, to meet them in convention, should be responded to in the spirit that prompted it. This has been done, and what further may be considered necessary will also be done, for the promotion of so important an object.

Subsequent movements and more definite and determinate action must of course, depend upon the Convention, when called by Charlotte. At that Convention all the interests concerned, will no doubt be represented and a full understanding of all the bearings of the case be arrived at. One thing is now certain—a direct western connection we must have—Charlotte has proposed that connection. With all the light now before our people, that connection has all their sympathies, good wishes and will have their fullest co-operation, unless things turn out totally different from any expectations now entertained.

The Wilmington Journal
May 29, 1854

28. District Meetings

At a meeting of the Citizens of Wilmington, convened at the Commissioners' Hall, for the purpose of responding to a meeting of the citizens of Mecklenberg County, assembled at

Charlotte on the 17th of May, “to express their views in regard to building the ‘Atlantic, Tennessee and Ohio Rail Road.’”

In the absence of the Magistrate of Police, (who was detained by sickness,) Gen. James Owen was, on motion of Gen. Alex. McRae called to the chair, and L.J. Fleming and A.H. VanBokkelen requested to act as Secretaries.

The proceedings of the meeting at Charlotte were read to the meeting.

Dr. C.J. Fox of Mecklenberg, being present by invitation, was called upon to address the meeting, when he explained the great advantages, he thought which would accrue to the county through which the road pass, and the towns along its route and at its terminus.

Wm. A. Wright, R.H. Cowan and O.P. Meares, Esqs, a committee who were appointed to report resolutions for the action of this meeting reported as follows.

WHEREAS, We believe that the time has arrived when the people of North Carolina are fully awakened to a deep sense of the necessity and policy of developing her vast resources, by the establishment of a fair and liberal system of internal improvements, tending to open markets within her own limits to the produce of every section of the State; and , Whereas, we have received the gratifying information of the proceedings of a meeting recently held by our fellow citizens of Mecklenberg, relative to the construction of a Railroad from the town of Wilmington, and running thence, through the Pee Dee Counties, via Charlotte, into East Tennessee, and proposing to hold a Convention of the friends of the contemplated route some time during the ensuing Summer or Fall, and previous to the meeting of our next Legislature; therefore, be it

Resolved. First, That a Railroad from Wilmington, and passing through the Pee Dee Counties, via Charlotte, into East Tennessee, thus giving to the town of Wilmington a direct communication with the Western portion of our State, and ultimately with the Mississippi Valley, would not only meet with the approbation of her citizens, but has long been the most cherished object of their enterprise; and its friends, both of this State and the State of Tennessee, may rely upon their most cheerful co-operation in effecting its early completion.

Secondly, We appeal to the friends of internal improvement in every section of the State, to lend us a helping hand in our endeavor to impress upon our next Legislature the great importance, and the sound and patriotic policy of developing the vast interests involved in the success of this scheme—a scheme the object of which is to open a home market to the produce of a large and most fertile portion of our State, which can now only find an outlet through the parts of another State—a scheme, too, which does not conflict with the interest of any other now in existence in the State.

Thirdly, We highly approve of the suggestion of the citizens of Mecklenberg, to hold a convention of the friends of the proposed Road, and that in our opinion, Charlotte is the most appropriate place, and that the Convention should be held at such time as the citizens of Mecklenberg shall appoint; and that we would respectfully recommend to the citizens of every county in the State, interested in the construction of this Road, and also those of the State of

Tennessee, similarly situated, to hold meetings at as early a day as possible, and appoint delegates to attend said Convention.

Fourthly, That the Chairman of this meeting do appoint a number of delegates, not less than thirty to represent the town of Wilmington in said Convention.

Which, on the motion of Gen. Alex'r. McRae was received

On the passage of the Resolutions, the meeting was addressed by Dr. A.J. DeRossett, O.P. Meares, esq., Henry Nutt, and R.H. Cowan, when the Preamble and Resolutions were unanimously adopted at the sense of the meeting.

On the motion of Gen. Alexander McRae,

Resolved, That the Chairman of this meeting be added to the list of delegates.

Resolved, That the Chairman appoint a Committee of Six, to correspond with the citizens of Charlotte upon matters relating to the object of this meeting; whereupon Col. John McRae, A.J. DeRossett, jr., James Fulton, A.H. VanBokkelen, R.H. Cowan, and L.J. Flemming were appointed, and on motion the Chairman and Wm. A. Wright were added to the Committee.

On motion of Gen. Alexander McRae, ordered that the proceedings of this meeting be published in the papers of this place.

After a few remarks from Dr. C.J. Fox, of Mecklinberg, the meeting adjourned.

JAMES OWEN, President

L.J.Fleming }

A.H. VanBokkelen } Secretaries

The Wilmington Journal

May 29, 1854

29. [notice]

An inquest was held on last Wednesday by Coroner C.J. Wood, over the body of a negro man named "Mose" the property of Captain Gilbert Potter, found in Burnt Mill Creek. Verdict of the Jury—Death from causes unknown.

The Wilmington Journal

June 9, 1854

30. MARBLE, STONE AND SLATE YARD IN WILMINGTON

The subscriber respectfully notifies the public that he has recently established in this town, a new MARBLE, STONE and SLATE, YARD, and is now prepared to fill all orders for Monuments, Tombs, Furniture and Plumbing work.

Also, all kinds of Marble for building purposes.

Also, Flagging and Curb Stone.

Blue, Green, and Variegated Slate for fire-proof roofing furnished at reasonable rates.

Orders attended to with dispatch, and on moderate terms.

Marble Yard on Water street, near the Railroad.

W.G. MILLIGAN

35-ly

May 1st 1854

The Wilmington Journal

May 19, 1854

30. VALUABLE REAL ESTATE FOR SALE

The subscriber, being desirous of removing to the South, offers for sale all his LANDS in the County of Duplin.....

Another tract known as the Sloan and Maxwell Lands, lying on both sides of the W. & R. Rail Road, for three miles South of Stricklands Depot. Containing upwards of 2500 acres, six hundred of which are cleared and well adapted to the growth of Corn, Peas, Potatoes, &c. There is a good Grist and Saw-mill on said tract, a good dwelling and out houses, six sets of turpentine boxes, and an abundance of lightwood.....

The subscriber solicits for the above described lands the early attention of purchasers, and assures them good bargains, and accommodating terms, as he is determined to sell.

He may be addressed at Kenansville, N.C.

March 3, '54—26-w3m.

DANIEL C. MOORE

The Wilmington Journal

May 19, 1854

31. [notice]

On last Saturday afternoon a freight train on the Wilmington & Raleigh Railroad, ran over a cow about a mile from town. The cow caught the truck of the first box car and threw three others off. A negro who was on one of the cars jumped off, and was crushed by the cars which fell over on him. He was owned in Halifax. Coroner J.C. Wood held an inquest over the body yesterday. Verdict in accordance with the above fact. The accident happened at a curve.

32. Railroad from Wilmington to the West

It is quite natural, and highly commendable, that Wilmington should desire a better connection with the Western part of North Carolina, to say nothing of the Mississippi, than that which she now has, or will have when the N.C. Rail Road shall have been completed. All her enterprises have proved to be productive of trade, wealth, and population. And those already completed will be as nothing compared with the results of a direct connection with the West.

The question is, in what direction shall that connection be made?

We had an opportunity recently of hearing from one of the most liberal and intelligent merchant which that or any other community can boast of, that he favors a rail road from Wilmington to Fayetteville to connect with our Western Road to the Deep River Coal Mines, and thence to the N.C. Road at the Eastern terminus of the Western extension. And we learn that a correspondence has been going on between himself and a gentleman here on the subject. And further, we understand from the paragraph which we quoted in our last from the Wilmington Journal, that some much views were presented to the late meeting in that town to consider of the proposed road to Charlotte. These facts induce us to say a few words, which in their absence we should consider wasted, in support of the connection via Fayetteville.

There was a time when we thought the idea of a rail road from Wilmington to Fayetteville was supremely ridiculous. That was when no *successful* rail road existed in the State, and when the experiment of running a rail road on the banks of a navigable stream had not even been made, much less shown to be eminently successful; and when our means could be better employed than opening a channel where Nature had already placed one which answered the purpose tolerable well, to say the least. But that time is past. We should be glad to such a road connecting these two towns. Not that we suppose much aid would be given here to build it. All the means that Fayetteville can command, and much more, would be more judiciously applied in endeavoring to reach the West.

We will suppose that Charlotte is the point desired to be reached from Wilmington. The distance, by an air line, measured on McRae's Map of the State, is 168 miles. But to go by Whiteville, Rockingham, and Wadesborough, as proposed is 174 miles.

From Wilmington by Fayetteville, Rockingham, and Wadesborough, to Charlotte, is 187 miles; a difference only of 13 miles. And for this difference will Wilmington forego the advantage to the projected road of our present trade and travel, to say nothing of the coal to come by the Western Road, and the teaming produce of the West, which the extension of that road will pour down upon us first, and afterwards upon that place, (be it Wilmington or Beaufort,) which shall open her arms to receive it? Beaufort is 120 miles from here; Wilmington 75. All our intercourse is with Wilmington, and there is but little reason why we should desire it to be

otherwise, except that Beaufort (or Carolina City rather) may come to us, and Wilmington may elect to go by us.

We regard it as a fixed fact that the N.C. Road is to be extended West, from Greensborough, Lexington, Salisbury, Charlotte, or some other point to be decided on by the next Legislature. It is not less certain, we think, that our Western Road to Deep River, will be extended to that point of connection.—Greensborough can be reached, via Fayetteville and Deep River, in about 165 miles from Wilmington, Lexington in 185, Salisbury in 143; and Charlotte, via Rockingham, &c., in 187.

It is for Wilmington to consider, whether, in endeavoring to reach the West, she will come by Fayetteville, and secure the advantages of both her projected Road to Charlotte and of that to the N.C. Road at its point of extension West; or whether she will ask less of the present and prospective trade of Fayetteville by adopting another route. It is a consideration of great interest to both places, but as we think, of far more importance to Wilmington, which alone has the decision of the question.

Charlotte is now, we believe, 280 miles from Charleston, (by rail road.) The road proposed by Charlotte to Wilmington will bring her within 208 miles of Charleston, only about 30 miles more than to Wilmington. And the construction of only 15 or 20 miles of Rail Road, from some point between Wadesborough and Rockingham, to Cheraw, *might* secure to Charleston most of the advantages of the Road proposed to be built to Wilmington.

There are other considerations connected with the subject, but we have probably said enough to induce the people of both towns to think for themselves about it.—*Fay. Observer.*

The Wilmington Journal
June 16, 1854

33. North Carolina Coal Fields—The North Eastern Railroad

We have private information to the effect that the prospect of extensive coal fields in Anson county, North Carolina, is now more full of promise than ever before. Dr. McLenahan, Assistant State Geologist, has lately been pursuing his investigation in the county, and though his success has not been remarkable, he has discovered abundance of shale, beds of fire clay, and other indications of coal, leading to the supposition that long-desired counter out-crop to the coal beds of Chatham may be found in Anson. Since his departure from that region, the investigations have been prosecuted by Mr. J.W. Ledbetter, who has discovered further signs, consisting of well defined fossils, abundant shale, with the cyprus and an extensive bed of fire clay. We expect in a few days a box of the specimens, taken from the plantations of Mr. Ledbetter and Maj. S.W. Cole, which box we shall take great pleasure in forwarding to Professor Holmes, who, doubtless, will make good use thereof.

The region of these promised coal fields is from twenty-six to twenty-eight miles north of Cheraw—nearer to us by sixty to seventy miles than the Chatham coal fields. If there promise

should be realized, its day will be bright one for the North-Eastern Railroad, and for the foundry and steamboat interests of Charleston. To the former it will insure constant freights, at reasonable rates, and to enough to enable them to compete with iron-workers and machinists of any other city.

Nor will Anson county be wanting as to her share of the benefits. What better future could she wish for than the ability to feed the furnaces and home fires of Charleston? The region at her end of the Railroad would soon be connected with the dwellings of a thriving population, and the delightful village of her Carolina Female College would suddenly expand into a queenly town.

Let *them* speed the work of discovery and open their mineral treasures, and *Charleston* will soon open the way to them.—*Charleston Standard*.

The Wilmington Journal
June 30, 1854

34. For the Journal

MESSRS. EDITORS:--The subject of the Railroad from Wilmington, West to Charlotte and Tennessee, being one of much importance to the valley of the Cape Fear, I deem it the duty of every one feeling a proper interest in that great work to aid, by every means, in throwing light upon the proper location.—Private interests often have too much influence in determining the location of works of Internal Improvement, and by which lasting injury is sometimes inflicted upon the best projected enterprise.

It seems that Whiteville has been spoken of as the best starting point for the “Cape Fear Mountain Railroad;” but would it not be well to consult the Map, and the nature of the county over which this Road is to pass, before investing the feelings of this or that part of the State in a particular location?—Whiteville is not the best point, *I think*. Now let us reason together;--This Road is to be continued to the Tennessee line, and connect with Cincinnati and the great West, and to be one of the most important lines in the United States. Let us keep this before us in the outset; let us not turn to the right hand or to the left to please a *few* people; let us not begin the Road upon too small a scale for the work that it will have to do; let us start from Wilmington with a *six feet* gauge, and run nearly an air line to Charlotte, passing near Lumberton, Rockingham, Wadesboro’, &c. I say near Lumberton;--an air line will, by McRae’s Map,) pass through Wilmington, Lumberton, near Rockingham, through Wadesboro’ and Charlotte.

I would suggest curving a little towards Fayetteville—at least, within 20 miles. Then I would urge upon the towns of Wilmington and Fayetteville to connect the Western Road with this great stem, by a branch, from the nearest point, to Fayetteville.—Eventually, the Western Road will be pushed to the upper Yadkin, in the vicinity of Salisbury, or thereabouts.

It seems to me that there are two important sections of North Carolina to be *tapped* by local Roads, in the first instance; but one of these local Roads will become a great line from East

to West. That is, the region of the country from Fayetteville, West, through the coal and iron counties of Moore and Chatham, to Salisbury, requires at this moment a local Road to Wilmington, through Fayetteville.—The rich Counties of Anson, Richmond, Union and Meklenburg require a local Road to Wilmington, to bring them to a good and near market, *in the State*. The County of Robeson, also rich in naval stores, wants an outlet to her own sea-board. But it so happens that this local Road, through the Counties mentioned, is on the very route required for a great Road from the West, through Tennessee, to the sea-board. Its terminus—Wilmington—is by far the nearest point on the coast to Tennessee, and finest harbor in the South, except Mobile, and will, in a year or two, have as much water on the Bar as the far-famed Beaufort or Cape Lookout Bar, and with five times the capacity for commerce, the anchorage ground being almost unlimited—being, at the same time, the most favorable point for the sea mail for California to leave the coast. The *natural* advantages of the Cape Fear harbor seem to be almost beyond the estimate of her own people—those who have known it all their lives.

This plan will then make a main stem from Wilmington, West, to the Mountains, via Lumberton, Rockingham, Wadesboro', Charlotte, &c. Then a Road to leave this main stem, at some favorable point, to run to Fayetteville, and by the Fayetteville & Western Road, to tap the rich valley of the Yadkin. If there is any citizen of North Carolina opposed to this plan, he has some private local interest, or he wants to go to Beaufort. I say let all who want to do so, go to Beaufort; but build their Roads, and I will guarantee Wilmington and the Cape Fear region, Fayetteville included, will take care of themselves.

The Western Road should have a six feet gauge.

If it is thought better, we may go twenty-five miles on the Manchester Road, and then over nearly the same route, and then make the same connection with Fayetteville. But this will only enable us to use a five feet gauge, the Manchester Road having that gauge now, and all Roads connecting with it must have the same. But a six feet gauge has many advantages, if the business of the Road is large. F.

Smithville, June 30, 1854.

The Wilmington Journal
July 3, 1854

35. Fire

The alarm of fire on Tuesday night proceeding from the burning of the Sash and Blind Factory of Mr. S.P. Ivey, located a short distance North of the depot of the Wilmington and Raleigh Railroad Company. The building, with the greater part of its contents, was totally destroyed. We do not know the exact amount of loss, but have heard it estimated in the neighborhood of three thousand dollars. We learn that there was no insurance whatever. It falls very heavily on Mr. Ivey, as it embraced pretty much all he had.

Mr. Ivey's establishment was saved with great difficulty during the fire that neighborhood had in the Spring.

36. Cape Fear and Mountain Railroad

MESSRS. EDITORS:--In a note, addressed you a few days since, upon the proper location of the Railroad from Wilmington to Charlotte and the West, you make me say—"before *investing* the feelings of the people," &c. This should read "before *interesting* the feelings of people," &c.

In that note I did not suggest the *particular place* at which I thought the Roads to Charlotte and Fayetteville should separate, or branch. I will, with your permission, now fill up a few details in my plan as set forth in that note.

It seems to me, as it has to many others, no doubt, that there should be a railroad up the Cape Fear River to Fayetteville. The route is a good one on the south-western bank of that stream, and the two towns are identical in interest, feelings and prosperity, or *ought to be so*. Now, take McRae's Map of North Carolina, and draw a line from Wilmington to Elizabeth, following the general course of the River—that is, the shortest line without crossing the river, and it will be found that the distance between the two places is 34 miles, and if we choose to cross the river twice, the distance will be but 33 miles; thence run a line—air-line—to Lumberton, and the distance will be found to be 25 miles; thence to Charlotte the distance is 89 miles, making the whole distance to Charlotte, via Elizabeth, Lumberton, Rockingham, (a little off the line,) Wadesboro', to Charlotte, 145 miles, following the route south-west of the Cape Fear; and if we draw a air-line from Wilmington to Charlotte, It will be 144 $\frac{1}{4}$ miles, and will pass through Lumberton, Wadesboro', and near Rockingham. Thus, by following up the Cape Fear river to Elizabeth, and thence to Charlotte, we have but 4 $\frac{3}{4}$ miles more of Road to make than if we follow up the air or bee-line. I say, then, by all means, pass through, or very near, the seat of Justice of each of the counties, Bladen, Robeson, Richmond, Anson, Union, and Mecklenburg. Then I suppose, the people of the counties would authorize the people of their respective counties to take nearly all the stock in the Road, and thus insure its completion at once. From Elizabeth to Fayetteville is 28 $\frac{1}{2}$ miles—make this connection, and we will then have completed a fine system of Railroads for the Cape Fear region.

It is to be regretted that Fayetteville does not look better and truer to her own interests. She must *come down* the Cape Fear for an opening to the "great highway of nations" Her interests and her *natural* outlet are in this direction.

Beaufort harbor, if it was capacious enough, (which is not the case,) is so much further off, and the country through which a railroad must pass, is not so well able to build a road as is Wilmington and the contiguous country.

Let our up-country friends, then, look to us for an outlet. We will have water enough on the bar for all purposes in a short time, and then our cotton and our naval stores will be shipped *directly* to Europe.

I go for the six feet gauge because it is better in itself, and will enable us to prevent being tapped by South Carolina. Yours, &c., F.

The Wilmington Journal
July 10, 1854

37. Railroad Meeting in Bladen

A large and enthusiastic meeting of the citizens of New Hanover, Baden and Sampson, was held at "Mount Zion", on Saturday, July 22, when Patrick Cromartie was called to the Chair, and Dr. D. Sloan requested to act as Secretary.

The following preamble and resolutions were unanimously adopted:

WHEAREAS, We believe the extension of the Western R.R. is inevitable, either to Wilmington or Beaufort; and Whereas, we believe its extension to Wilmington is of vital importance to that place, and very desirable for Fayetteville and ourselves; and Whereas, we believe the extension of the same Road West, probably to Salisbury, is equally certain; therefore,

Resolved, 1st. That we are warmly in favor of its extension both to Wilmington and Salisbury, and will show our interest at the proper time, by subscribing to the utmost of our ability.

Resolved, 2d. That in our opinion the proposed Railroad should leave the W. & R. Railroad at Marlesville, eleven miles from Wilmington, and proceed thence a direct line to Fayetteville.

Resolved, 3d. That the Chairman appoint a committee of nine to confer with the citizens of Wilmington, Fayetteville and Salisbury, as to the practicability of making these extensions, and that they be authorized to call a general meeting of all those interested, at such time and place as they may elect.

The following gentlemen were appointed, viz: Dr. W.H. Beatty, James Kerr, James Murphy, N. Bonham, G.W. Bannerman, P.L. Anders, Rev. C. Shaw, J.P. Moore and W.J. Parker, to whom were added on motion, the Chairman and Secretary.

Resolved, 4th. That the Wilmington, Fayetteville and Salisbury papers be furnished a copy of these resolutions and requested to publish them.

P. CROMARTIE, Ch'm'n.

D. SLOAN, Secretary.

The Wilmington Journal
July 28, 1854

38. [Editorial]

We find, on the fourth column of the editorial page of last Saturday's *Raleigh Standard*, an editorial article, having reference to the position of Mr. Bragg upon the subject of Internal Improvements, as also, the course of parties thereupon, in the canvass just pass. With most of the remarks of the *Standard* we fully agree. The majority of its positions are the same, in substance, with those assumed by ourselves, during the canvass. But we feel called to dissent from the accuracy of, at least, one of its assumptions of fact, and consequently, from its conclusions founded upon such assumption. We refer to the proposed Road from Wilmington to Charlotte. We fully concur with the *Standard*, in believing that Mr. Bragg acted perfectly right in reserving his opinion in regard to a new work, upon which might be necessary for him, hereafter, to make some official recommendation, after a more perfect survey of the ground, and an examination of all the various schemes which may be urged upon public attention; but while we cannot but commend this proper reserve, on the part of Mr. Bragg, we cannot but wish that it had been more closely imitated by the standard. We take issue with paper, on its assertion "that such a Railroad, [as that from Wilmington to Charlotte,] if built, must seriously affect the State's interest in the Central Railroad." Any one who will take the trouble to look at the matter, will know that freight from Charlotte will never seek a market over the Central Railroad, for the simple fact that Charleston is much the nearest, so that the interests of the Central Road cannot be affected by a Road from Charlotte to Wilmington; the only interests which could possibly be affected, would be those of the Charlotte and South Carolina Road—for to it only could our project be a rival.

As matters now stand, or rather, as they will stand when the Central Railroad shall have been completed, Charlotte will be over sixty mile nearer to Charleston, by Railroad, than it will be to any port by which its produce can reach by taking the Central Railroad. Under these circumstances, freight may seek Charlotte to go South, but not a bale of cotton or a barrel of flour will go from it North for the purpose of shipment or sale at any sea-ports. The proposed Road from Charlotte to Wilmington will only be an effort to give a North Carolina direction to trade, which could not be made to take such by the Central Road. About the connection west with Jonesboro', we are not prepared now to speak. One thing, however, is certain. That could only affect interested not yet vested. The Western extension of the Central Railroad from Salisbury or elsewhere, has, as yet, no more existence than the proposed extension from Charlotte, and we are aware of no pre-emption laws upon the subject.

We cannot suppose the *Standard* wishes to do this section injustice. Indeed, in many things, we know that its course has been the very reverse of this; still, amid the multiplicity of schemes with the public mind is occupied, we cannot but regret that particular one should have been apparently selected, in advance, as one to be slighted or prejudiced upon grounds which will not bear the test of scrutiny. Let all have a fair showing, and go before the Legislature on

their real merits. We are by no means bigoted in favor of this particular scheme, but we know it *has* merits, and that it is *not* liable to the objection urged by the *Standard*. Its friends have been content with urging its claims without attacking those of other schemes. We hope that the press generally will pursue the same course towards it.

The Wilmington Journal
August 18, 1854

39. [notice]

The Verdict of the Coroners' jury, held over the negro killed on the Wilmington & Raleigh, R.R., on the 10th inst., is that the deceased came to his death "by voluntarily lying across the Wilmington & Raleigh R.R. track and suffering the mail train to pass over him."

This exonerates the engineer from all shadow of blame.

The Wilmington Journal
August 14, 1854

40. The Clarendon Iron Works

Yesterday afternoon, by invitation of Mr. H.M. Drane, Agent of the new Machine shop and Foundry, now being erected in the Southern portion of the town, we visited the location of the works in progress, which seems to be a good one, affording excellent facilities for business, either in or out of town. The space upon which the buildings are to be situated is 264 feet by 210 feet, having a passage 20 feet in width, leading down to the Company's wharf, which has a front of one hundred feet on the Cape Fear River. The building for the "Finishing" or machine shop proper, has already advanced to some height, and is being pushed forward with energy. It will be a handsome and substantial brick building of one hundred feet long by fifty feet wide, and forty feet high. The buildings for the Foundry, Boiler shops, Blacksmiths' shop, etc. will be on a similar scale, both as regards size and adaptation to the purposes for which they are designed, and arranged with reference to an easy means of communication between themselves, and an economical handling of work. They will be shortly commenced, and rapidly pushed forward to completion.

"The Clarendon Iron Works," is the name selected for this establishment, and the company by which it is being put up is composed of a number of gentlemen of capital and energy, residing here. We believe the object is to organize definitely under the general act of the legislature, passed to encourage the investment of capital in mining, manufacturing and so forth,

The capital of the Company is ample, and the buildings are those of a first class establishment, into which hands and machinery will be put to meet all orders promptly and satisfactorily. It is proposed to build stationary engines of all sizes, condensing and non-condensing; circular, upright, and portable steam saw mills complete; flour and grist mills;

mining machinery; water-wheels; boilers, of all kinds and sizes; iron railing; bridge castings, and iron and brass castings of all kinds; steamboat engines; pumps; heavy and light forgings, etc., etc., and, in time to build locomotives, should the demand warrant. Of course, repairing of all sorts will be done. The Company hopes to get into operation by the middle of November.

We are sincerely rejoiced to perceive this spirited movement towards the introduction of manufacturing industry into Wilmington, with the three-fold effect of adding an important element to the growth of the place—of rendering North Carolina to that extent less dependent upon other States, and of raising up a body of house mechanics, it being the intention of the company to take apprentices in the various departments which go to make up a Machine Shop and Foundry—Machinists or “Finishers,” Moulders, Pattern Makers, Boiler Makers and Blacksmiths, all of whom will be fully instructed in their respective trades; skilled labor of home growth has been and is the great want of the South, which more than all other causes has retarded her progress and development.

The favorable position of Wilmington for commerce is equally favorable for manufacturing, by affording facilities for obtaining supplies, and for exchanging the results of manufacturing industry for the products of agricultural labor. We are necessarily dependent upon the interior for breadstuffs, &c.; let us send them, in turn, manufactured articles. We have in the State—and shortly to be brought within easy access of Wilmington—the raw materials for nearly every branch of manufactures, and have also the same means for shipping the manufactures that we have for receiving the raw materials.

Our namesake, Wilmington, Delaware, is an example of the influence of manufactures upon the growth and prosperity of a town. With little or no commercial or other advantages, its advance in wealth and population has been both rapid and solid, chiefly due to the iron works established in and around it. We trust that establishment of the “Clarendon Works” here may be the means of drawing the attention of capitalists more strongly in that direction, and of giving an impetus to a new branch of business mutually advantageous to the community and those engaged in it.

The Wilmington Journal
September 1, 1854

41. The Storm

On Friday and Saturday last we were visited by a severe blow from the South-east, which must have been very destructive to shipping on the coast. No doubt the mails will bring us accounts of many shipwrecks, accompanied with loss of life. The destruction done in Charleston will be found in another place. Here, the gale blew with terrible violence, prostrating fences, blowing down trees, and doing other damage. On Saturday night, a whirlwind passed along the Eastern limits of town, cutting a clear lane along its course. It does not appear to have been wider than a street. The house of Mr. Wm. Harris, on Market street, where the Plank Road begins, had the top and one end completely cut off, straight as if it had been done with a knife. The roof was carried to a considerable distance. Some kitchens and other out-buildings were

taken up and thrown down at the same time. The tornado, in its course, snapped off pines of two and three feet in diameter.

The Wilmington Journal

September 11, 1854

42. Fire

The alarm of fire last night proceeded from the burning of a frame building, in the extreme Northern portion of the town, occupied by Wm. P. Moore, Esq., as a glue shed or house. The building belonged to O.G. Parsley, Esq. The whole loss is estimated at about six hundred dollars. It was, no doubt, the work of an incendiary.

A fire occurred at the Turpentine distillery of Faison & Hicks, at Faison's Depot, on the Wilmington and Raleigh Rail Road, on Thursday last. Some 200 barrels of rosin were consumed. The injury to the Still was comparatively trifling.

The Wilmington Journal

September 18, 1854

43. The Bridge over the Pee Dee

We notice, in the *Marion Star*, a statement that the Manchester Railroad Bridge over the Pee Dee is rapidly approaching completion, and is expected to be finished by the 15th of next month. All the cylinders have been sunk and there remains but one span of the superstructure to be completed.

This is the pioneer work of the kind in this country, although not so in England, where several piers have been constructed upon the same principle. The experiment here has been carried on with the utmost determination to a successful issue. At the last annual meeting of the W. & M. R. R. Co.; complimentary medals were voted to Major Gwynn, the Consulting Engineer. And L.J. Flemming, Esq., the Resident Engineer of the Road, to be presented as soon as the first train passed over the Bridge. This is now about to happen.

The Wilmington Journal

September 22, 1854

44. The Wilmington and Manchester Rail Road

We see from a private letter of Gen. W.W. Harlee, the President of this road, to a gentleman in this place, that a letter from one of our grocery houses to Col. Alfred Smith, of Whiteville, informed him that the Superintendent of the C.R.R. co. at Columbia had said that the officers of the Wilmington and Manchester Road had refused to receive any consignments of Flour over this road.

This, we are authorized to say, is untrue. They have only refused to receive Hogsheads and heavy Boxes.

There are orders here now to send more than a thousand Barrels of Flour over this road to Whitesville and Wilmington, which this false rumor has prevented from being complied with. These orders, and this spirit of jealousy on the part of the Charleston road, show the importance of a direct connection with Wilmington from this place.

Charlotte Whig.

The Wilmington Journal
September 18, 1854

45. [notice]

We learn that the North Carolina Railroad has been completed from Goldsboro' to within about ten miles of this place; and it is expected it will be finished and the cars running between this place and that by the middle of November, to Wilmington in four hours!

The Road has been laid for about twelve miles west of this place. We learn that the line from Charlotte to Concord has been laid, and that the Road is expected is expected to be soon finished to Salisbury. We presume that by the meeting of the Legislature, about one-half of the Road will have been completed.

Raleigh Standard

The Wilmington Journal
September 18, 1854

46. [notice]

We believe that it is proposed to run an experimental locomotive over the Pee Dee Bridge on the W. & M. Railroad, to-morrow (Tuesday) afternoon. No passenger train will be ventured until the bridge has been subjected to every test necessary to ensure its perfect safety, and against the possibility of accident.

The Wilmington Journal
October 9, 1854

47. "Snaik."

Mr. R.C. Chisholm, Railroad Agent at Whiteville, Columbus county, writes us that on the 28th of last month, he killed, at or near the depot, a rattlesnake, measuring seven feet five inches in length, ten inches and a half round the middle, and swinging a tail with twenty-six rattles on it. The skin has been stuffed and hung up in the piazza of the warehouse, where the occasional

scream of a lady passenger testifies to her appreciation of the snake-ship.—(N.B.—Not having the honor, glory and sublime felicity of writing ourselves “Benedict,” we have nothing to say about scaring the ladies—perhaps—but never mind—that’s not our business.) Mr. Chisolm promises to send us the next seven footer he catches alive for a *pet*. We feel pretty confident of being able to train him up in the way he should go, and make him a respectable and well-behaved *serpent*, although we hardly contemplate making him sleep under our bed *a la California* as a *guard* for our treasures.

The rattlesnake after all is a jolly fellow—provided with natural castanets, and never strikes without sounding them, as much to say, “Look out—I’m coming, and I’m ‘some’ when I do come,” He is also a scientific personage—a “professor,” we ought to say, being the great prototype of the animal magnetizers, practicing his powers of ocular fascination upon squirrels, birds, and other “small deer.”

The Wilmington Journal
October 2, 1854

48. Extension of the Roanoke Valley Railroad

We have received a letter from N.J. Palmer, Esq., editor of the *Milton Spectator*, calling our attention to the fact that a Convention is to be held at Yanceyville, Caswell County, on the 16th of November, for the purpose of aiding in the proposition to attend the Roanoke Valley Railroad from Clarkesville through the counties of Person and Caswell, to the Coal Mines near Leaksville, in the County of Rockingham, which are said to be inexhaustible. Mr. Palmer contends that the proposed extension of the Roanoke Valley Railroad will be of the greatest advantage to our town and Railroad, as it will give us a connection with the upper Roanoke or Dan River, and with Milton and Yanceyville, in Caswell, as well as with the Rockingham Coal mines. The Road will have to be extended 40 miles. It is suggested that Wilmington should be represented.

This appears to be the state of the case. The difficulty which we see in the matter is this: The Clarkesville or Roanoke Valley Railroad connects with the Raleigh and Gaston Road—the Raleigh and Gaston Road comes down to our Road at Weldon, 161 miles from Wilmington, and not much over 60 miles from Petersburg, and a little over 80 from Norfolk. It is hardly possible that any freight would take our Road from Weldon. The distance would act against us too strongly in the matter of coal and most other heavy freight.

However, we have stated the affair as plainly as we could. It remains for our people to take such action as to them may seem best. We certainly give our best wishes for the success of our friends in Caswell and Rockingham in their efforts for their own advancement, and, to use a hackneyed phrase, the “development of their resources.”

The Wilmington Journal
October 3, 1854

49. Wilmington and Manchester Railroad Completed

The first through train coming this way, passed over the Pee Dee Bridge on Tuesday night. There will hereafter be no delay in crossing the Pee Dee.

The Wilmington Journal

October 13, 1854

50. Killed

A white man, named James Dyson , was run over and killed last Wednesday night, by the mail train, on the Wil. & Man Railroad, near Porter Swamp, Columbus county, on the trip to this place. The deceased is said to have been intoxicated during the evening, at Cerro Gordo, which place he left about 10 o'clock, P.M. to go home. He leaves a wife and one child.

Also, a man by the name of Marshburn, an overseer on the Wilmington & Raleigh Railroad, in the neighborhood of Teachey's Depot, was run over, on Monday night last, by the freight train on said Road, and died on Tuesday, from his wounds.

The Wilmington Journal

October 9, 1854

51. [Editorial]

Our cotemporary of the *Herald*, properly designated by the Raleigh Metropolitan as the "Know Nothing organ in Wilmington," lets out a little of its spite upon one of the oldest citizens of the place—Wm. C. Bettencourt, Esq.—whom it denominates, in its issue of Saturday last, with a rare felicity of expression, "a former foreigner." This is in connection with the appointment of State Directors in the Wilmington & Raleigh Railroad, in which Mr. Bettencourt is left out and Mr. Wright substituted. If the Governor expected his liberality to be appreciated or his motives favorably judged by the *Herald* and kindred organs, he made a very decided mistake.—As for the Senatorship, if Governor Reid is an aspirant, we cannot think that he could have anything to gain by courting the opposing party, while it may be that he has something to lose.

The Wilmington Journal

October 16, 1854

52. Collision

We learn that a collision took place about four o'clock this morning, near Teachey's Depot, on the Wilmington and Raleigh Railroad, between the passenger train coming South and freight train. The locomotives, cars, etc., are much injured, although we have no details. The colored fireman of the passenger train has had one of his legs mashed off, and some three or four others are more or less hurt, but none killed. None of the passengers have been hurt to any extent worth naming. The express train going North has returned, being unable to pass, bringing the passengers of the down train. The fault was with the freight train.

The Wilmington Journal

October 16, 1854

53. Wilmington & Raleigh Rail Road

Presidents and Directors' Report.

The President and Directors of the Wilmington and Raleigh Rail Road Company, submit to the Stockholders, their nineteenth annual report, showing the business operations of the Company for the year ending the 30th of September, 1854.

The receipts have been as follows:

From	Thro' Passengers,	\$151,034.31	
"	Way Passengers,	132,511.51	
"	Steamboat Freight,		
	&c	5,575.74	
"	Railroad Freights	130,463.57	
"	Mail, Rents, &c ..	63,296.66	\$182,880.62

EXPENDITURES

Transportation.

For Purchase and Repairs		
of Locomotives.	44,434.82	
For Repairs of Coaches		
and Cars	37,303.08	
Transportation including		
Station expense	96,516.15	\$178,254.05

ROAD REPAIRS.

Pay of Overseers and	
Hands	31,147.12

Subsistence and Clothing,	6,945.20	
Cost of Materials	16,774.26	
	<u> </u>	\$ 54,866.58

STEAM BOATS.

Repairs	2,403.31	
Wood	18,871.55	
Subsistence and Pay	36,624.48	
	<u> </u>	\$ 57,899.34
Office expenses		200.76
	<u> </u>	\$291,220.73
Net profits for the year		<u> </u> \$191,659.89

This amount is accounted for as follows, viz:

Debt paid off	\$104,190.65	
Interest and premium on		
Exchange.....	63,697.12	
Dividends No. 4 and 5 ..	93,019.50	
Due from Post Office		
Department	12,150.00	
“ Agents	16,517.23	
“ Sundry		
individuals	34,788.93	
“ Bills receivable ..	45,241.32	
Counterfeit money	85.00	
Cash on hand	28,545.81	
	<u> </u>	\$398,235.56

DEBT OF THE COMPANY

By a reference to the Treasurer's account herewith submitted, it will be seen that the debt of the company is \$1,052,070.47, showing a reduction of the debt since your last meeting of \$104,190.65.

To meet this debt, the Company has Stock of the Wilmington and Manchester R. R.

Co.....	\$ 100,000.00
Stock of this Company ..	1,171,050.00
Washington and New	
Orleans Telegraph	
Company Stock .	3,150.00
	<u> </u>
	\$ 1,274,200.00

Estimating these Stocks at par, they amount to \$222,130 more than the debt of this company; but to issue the Stock remaining of this company, would be bad policy, so long as we pay but an average of 6 per cent. interest on our debt, while on the Stock already issued, we are enabled to divide 7 per cent. dividends, and gradually sink the debt before it all becomes due.

The business prospects of the Road are improving. The North Carolina Road will soon be completed to Hillsboro', when we may reasonably expect a large addition to our freighting business, from a region of country from which we have heretofore received nothing, and we can see no possible reason for a diminution of our business, but on the contrary flattering prospects of a large increase.

Your road is now in good condition, and it is well stocked with motive power and cars. There are eight first class passenger engines and seven first class freight engines, besides a number of second class machines, most of them, but of little value to us now, since a better class of machines have been introduced upon the Road. We, therefore, cannot see any just reason for a necessity for any great outlay in this department for the coming year.

WORK DONE DURING THE YEAR.

During the last fiscal year, it was found necessary to protect the piers under the bridge across the bridge across the North East River, by depositing 1400 Perch of stone around the pens on which the piers which sustain the bridge are built. The southern pier cracked so badly in June last, that it became absolutely necessary to have it taken down, the foundation carefully packed with broken stone, well rammed and a new pier built with the best materials at our command.

At Smith's Creek two abutments and a pier of stone have been constructed, preparatory to putting up a Bridge to replace the trestle work, which would have to be replaced during the coming year, to insure safety. It was deemed most advisable to build a bridge, as the piling under the trestle work begins to show decay.

A large and commodious shed has been erected at Weldon by this Company and the Petersburg and Roanoke Rail Road Company, on land belonging to this Company, with the understanding that, should this Company at any time determine to discontinue the joint occupancy of the Warehouse, that they shall refund to the Petersburg and Roanoke Company the cost of constructing said Warehouse.

A stone wall has been constructed at the Wilmington station to protect the yard and track on the upper and inclined plane at the terminus of the road. Foundations have been prepared, and contracts made for timber to construct a large and commodious shed near the company's wharf in Wilmington.

A Carpentershop 166 X 31 feet, with Engine House and planing and tenanting machine, and fixtures for sawing with an engine to drive the machinery, has been constructed at Wilmington during the year. These necessary works, added to the purchase of three first class Locomotives and a number of burder cars and two coaches, have involved the expenditure of a large sum not properly occurring in the general annual expenses of the road.

COST OF MAINTENANCE OF ROAD WAY AND TRANSPORTATION

The expenses of these departments have been greatly increased, owing to the rise in the price of labor, and consequently of materials for road repairs; the additional cost has been from 25 to 50 per cent over the cost of like materials the last year. By a reference to our list of Negroes employed on road repairs, transportation, &c., this year, it will be seen by a comparison with the number hired last year, that we have 10 less in number, while the cost is over \$6000 more than last year.

In all the departments, the cost has been increased, unavoidably, in consequences of the great rise in the price of labor and Provisions of every kind throughout the country.

RAIL ROAD CONNECTIONS

With the companies composing the great Atlantic inland route from New York to this place, our connection is as good as could be wished, both as to time and rates of fare. The passengers fare between New York and this place is regulated by the companies composing the line upon the per mile rate, the proceeds of the through ticket being divided in proportion to distance. The arrangement for through tickets embraces this place. Washington City, Baltimore, Philadelphia and New York.

An effort was made, during the last year, to make a similar arrangement with companies south of this, and although it is manifestly the duty of the companies, participating in the general business of this great line, to harmonize together for the promotion and increase of the business of the whole line, and, as a matter of course, of the individual companies composing the line, yet it was found to be impossible to enter into such arrangements.

We regret to say, that the Charleston and Hamburg Company, taking advantage of their position, as we think, have refused to come into any arrangement for the mutual benefit of the line. Whatever may be the motive inducing this company to refuse to run in connection with the companies composing the general line, we do not pretend to say, but whether that motive be hostility to the Wilmington and Manchester Rail Road, or paramount inconvenience to themselves, the effect on us and the other companies, is the same. By this course they not only injure the business of the Wilmington and Manchester Co., but that all the companies composing the great inland route, their own included. - Now while this company is governed by the most singular policy, we know of no remedy, but to unite upon and construct a road from the Wateree River, the Western terminus of the Wilmington and Manchester Road, to Augusta in Georgia, for which a charter has been granted by the Legislature of South Carolina. We truly regret to say that the experience of the last year compels us to this conclusion, and it is, therefore, useless for us to shut our eyes to the positive necessity for active co-operation, in removing this barrier to a free and fair business, and we must once more put forth our energies and remove this obstacle, by making the connection complete with Augusta, Georgia. We wish we could say that there was a hope of evading this conclusion, but so long as the Charleston Company adheres to its present

views, we cannot see how it is to be avoided. Rival lines, for the accommodation of the through travel, are in progress of construction, and it is indispensably necessary, if the present Atlantic line wishes to retain even a fair share of this travel, that every facility should be offered by which a speedy transit and an unbroken connection shall be secured to the passenger.

RATES OF TRANSPORTATION

As some dissatisfaction has been expressed at an increase of freight, charged on Naval Stores delivered at the Northern terminus of our road, it is deemed proper to explain the reasons which induced the Board to make the discrimination. While our through freight trains met the requirements of those who shipped to Norfolk, the expense was not taken into account; but when the Company were compelled to take the way trains from their regular business on the Southern end of the Road, to meet the occasional requirements at the Northern end, the expense became a serious object. To do this business an empty train had to be sent all the way from Wilmington to Battle's station, for instance, 132 miles, to transport, probably, two loads, and frequently but one, 30 miles to Weldon; to perform this service the trains run 162 miles and only receive pay for 30. It will be readily seen that this would be a ruinous business for the Company without extra charge. It may be objected to this, that the Company ought to keep extra trains at the Northern terminus of the Road to meet the demand. To do this would involve the necessity of keeping up a shop for repairs at Weldon, and an outlay of 30 to 40,000 for the extra trains, while the business for them to do would not give employment to two trains, in addition to our through trains, more than one month in the year. It would be better for the Company to farm out the Naval Store business on the Northern end of the Road, than to incur such heavy additional expenses, were it not for the objection to permitting the trains of other Companies to run on the Road: this would involve an insuperable difficulty in consequence of the want of responsibility. The only course, therefore, left for the Board, was to add 10 cents per barrel to the cost of transportation, and this small addition does not pay.

The Board, in the administration of their duties, as guardians of the company's interest, acknowledge no local influence: their business is to protect that interest, and if the shops for repairs and home of the trains were at Weldon, the same reasons would compel them, in consulting that interest, to make a like discrimination against the Southern end of the road.

But when it is considered that the citizens of Wilmington advanced a very large proportion towards the construction, and that Wilmington is the principal point of trade on the road, we deem it would be asking too much to transfer our shops, offices and management, to any other point: for where the shops are located, the true interest of the Company requires the presence of those who superintend; to remove all those necessary fixtures would therefore be unjust to the citizens of Wilmington, besides, in so doing thus aid in diverting produce from this market.

KILLING CATTLE, &c.

While the company carry the great United States Mail, and are required to run to schedule time, it is impossible to avoid killing cattle on the road, (unless the owners would bestow sufficient care upon their stock to keep them off the road) for the reason that a train, running at

25 to 30 miles per hour, cannot be stopped under 1,500 to 1,800 feet on our level road,* and it frequently happens that cattle and hogs get on the track within one to two hundred feet of the train, when it is impossible to stop in time to avoid the killing, and sometimes having the train thrown off the track, at the eminent risk to human life, and when running at night cattle laying on the road cannot possibly be seen until the engine is within 50 feet of them.

Notwithstanding that the construction of Rail Road greatly enhance the value of the lands along the line, the roadside proprietors, the persons thus enriched by the road, are its worse enemies, by permitting their cattle to go at large and on the road; they not only go on the road, but they themselves stand by and see them on the road, knowing the danger of having them killed by the trains. This is true without doubt, as the owners of cattle have frequently testified that they saw the train run over and kill their cows or hogs.

For this evil and negligence there ought to be a remedy provided; it would be greatly to the interest of the owners of cattle if they were required to keep them enclosed, instead of being permitted to stroll about the woods to starve and become nuisances to the traveling public, by obstructing Rail Roads. Of paying a reasonable price for stock killed, were the only evil and inconvenience to which the railroad companies were subjected, it would be of minor importance, but this is not all, human life is constantly put in jeopardy by running over stock; the risk of running a train off the track; destroying engines and cars, and mutilating or killing passengers and the employees of the company, is the great evil to be apprehended, and so long as railroad companies continue to pay for stock killed, this evil will be aggravated, as it has become fashionable to claim and obtain summary damages in all cases where railroad companies happen to be a party; they are expected to pay heavily for trivial accidents. To illustrate the avidity which men, otherwise honest and correct citizens, will instance a case: A man who was in our cars when they run over a cow, and had the truck on one of them thrown off the track, brought in a bill against the company for \$500 for the fright which he received. When asked if he had received any bodily injury, he confessed that he had not, but had been badly scared. The disposition to mullet rail road companies in heavy damages is a growing evil, which, if not checked, will destroy the value of this kind of property.

Another evil is, that under the present existing laws, parties have a right to bring suit in each and every county on the line of the road, and to serve notice of suit in such cases on any Stockholder, and forthwith a Magistrate will give a judgment for summary damages, without notice to the officers of the company, who are the only persons conversant with the case and enabled to offer a defense: and it is, therefore, essential to the ends of Justice that some rule or Law should be adopted to correct these evils. Rail Road Companies, although they are corporations, ought to have a semblance of justice meted out to them. All will admit that they are of great benefit, and while such a summary mode of punishing them is practiced, there is but little inducement held out to individuals to invest their surplus capital in such property. While public opinion is in favour of rapid speed of Rail Roads, it is next to an impossibility for companies, not to minister to this feeling or appetite, and as a matter of course, the liability to accident is increased, and in all such cases, companies are made to pay the most exorbitant damages. It would not do to say, that if the companies would put on slow trains, running from 12 to 15 miles per hour, that the prudent would take the slow trains in preference; experience has proved that not one passenger in one thousand would take the slow train, while they could go in

a fast one. – If accidents occur from fast running, is it fair, is it just, that Rail Road companies should be so severely dealt with?

The Rail Road Companies of the country owe it to themselves to endeavor to give a proper direction to public opinion on this subject.

REPORTS.

Herewith you have the report of the examining committee; a general table of receipts and expenditures; the report of the transportation department; a comparative table for the past year, and the Treasurer's returns.

We cannot close this report, without calling your attention to the regular increase, which our local business presents. – Although there is a apparent diminution in our way travel, it is accounted for from the fact that since the discontinuation of the Steam Boat line, though tickets have been sold in this place so that travel from Wilmington, to the North, appears under the head of through travel; whereas, heretofore it was classed under the head of way travel.

We have an unsettled claim upon the Post Office Department, which probably may require the intervention of Congress before it can definitely adjusted. All of which is respectfully submitted on behalf of the Board.

ALEX. McRAE, President.

TO THE STOCKHOLDERS OF THE WILMINGTON AND RALEIGH RAIL ROAD COMPANY.

Circumstances over which I have no control, render it necessary that I should decline a re-election to the office of President of your Company. Permit me to tender to you my sincere acknowledgments for the long continued confidence which you have reposed in me. It is now nearly nineteen years since I entered the service of this Company, during which time I have, without solicitation on my part, been called upon to fill various offices of trust in your service. The duties assigned to me, I have endeavored to discharge faithfully to the best of my ability; but, that I have not erred in their performance, I have not the vanity to believe. This much, however, I am conscious of. I have ever wished to do right, and if I failed, it was owing to an error of judgment and not intention.

With sincere wishes for your prosperity, I remain respectfully, your obedient servant,

ALEX. McRAE.

* We give the following experiments made in England, in corroboration of the statement above, as to the distance required to stop a train:

EXPERIMENTS IN STOPPING RAPID TRAINS. – It has been long a curious problem the period of time in which a heavy train of carriages, in rapid motion on a Railroad, may be brought to a stop, by the application of the usual methods of retardation under the control of the driver of the train – and to apportion those periods in any degree to the rapidity of the motion to be suspended.

In consequence of the raising of the question lately in England, arising from a fatal collision on the Croydon Railway, whether all practicable efforts were made in that case by the driver of a passenger train, moving at a speed of from 50 to 60 miles an hour, to bring it to a stand, from the moment of receiving notice of an obstruction on the track, a series of experiments were made under the direction of Captain Tyler, of the Board of Trade, in concert with the officers of the Southeastern and Brighton Railway Companies, with a view of throwing light on the subject. The result of these experiments are deserving of notice, as they appear to have been made with care, and are satisfactorily authenticated.

The object aimed at, was to ascertain within how short a time, and how small a distance a train, running at the speed above described, could be stopped. For this purpose, two experimental trains were made up, one by each of the above named companies, laden respectively with 32 tons of iron, properly distributed among the carriages – that being computed to be about the weight of 450 passengers, who were in the excursion train to which the accident occurred. That the trial might compare as nearly as possible to an ordinary case of running at that speed, the men in charge were not previously informed at what moment they should pull up, but were to await a signal arbitrarily given by Captain Tyler, at a moment when they might not be expecting it. Four experiments were made – two by simply shutting off steam and applying the breaks – and the other two by the application of these means, and, in addition, reversing the engines, with the further addition in the last, of scattering sand on the track. The results were, that the trains were stopped, in the first instance, in space a little more than a mile and a fifth – in the second, in a mile and one sixteenth – the 3d, a little over a mile – and the 4th, in a little over three quarters of a mile.

REPORT OF THE AUDITING COMMITTEE

To the Stockholders of the Wilmington & Raleigh R. R. Co.

Gentlemen: - The undersigned Committee, appointed for the purpose of auditing the accounts of your Company for the year, ending Sept. 30th, 1854, beg leave to report that they have made thorough examination of the Books and Stock accounts, and compared all the entries with their proper vouchers, and, with the exception of a few trifling errors which have been rectified, take pleasure in reporting them correct.

We submit the following statements, showing the result of the Company's business for the past year:

RECEIPTS.

Amount received from Through travel	\$ 151,034.31
“ “ “ Way “	132,511.51

Freights on Rail Road.....	130,463.57
Freights, Meals, &c., on Steamboats, to 1 st May 1854	5,574.57
Transportation of mails, Rents, &c.,	63,296.66
	\$ 482,880.62

EXPENDITURES.

Cost of Transportation, including Repairs of Locomotives, Coaches and Cars, and Depot expenses	\$ 178,254.05	
Railroad repairs, including cost of Materials, Pay of Officers, &c., Subsistence And Clothing	54,866.85	
Expenses of Steamboats	57,899.34	
Office Expenses	200.76	
Interest and Exchange	63,697.12	
		\$ 354,917.85
Net profits		\$ 127,962.77

LIABILITIES OF THE COMPANY ON THE 1ST OCTOBER, 1854.

Old Bonds payable in England at 5 per cent	\$ 222,666.67
Bonds endorsed by State of North Carolina at 6 per cent	250,000.00
Bonds to the Literary Fund of North Carolina at 6 per cent	15,000.00
New Bonds payable in England	443,555.56
Bonds to U. S. payable in Mail Service	11,182.30
Bills Payable	47,915.85
Due on Pay-Rolls	8,622.90
“ “ Negro Bonds 1844 to 1854 inclusive	43,758.98
“ “ Dividends, No's. 1, 2, 3, 4 and 5	4,152.66
Balance due on 30 Shares Stock surrendered, to Be rode out	224.04
	\$ 1,052,070.47

CONDITION OF THE COMPANY ON THE 1ST OCTOBER, 1854.

Liabilities of the Company	\$ 1,052,070.47
Capital Stock paid in	1,340,213.21

Balance of Profits from commencement of operations to the present time, after paying interest on dept		628,222.21
		\$ 3,020,505.72
Cost of Construction, Real Estate, &c.	\$ 2,002,153.04	
Reconstruction	773,650.85	
29 Shares Company's Stock	2,900.00	
Due on forfeited Stock	950.00	
Wil. & Man. Rail Road Stock	100,000.00	
W. & N. O. Telegraph Stock	3,150.00	
Due from individuals, including several amount Paid to Contractors for Warehouse and Sheds at Weldon and Wilmington, whose Accounts have not been rendered	34,788.93	
Due from Agents	16,517.23	
“ “ Post Office Department for Mail Service	12,150.00	
Counterfeit Money taken	458.54	
Cash in hands of Treasurer	28,545.81	
		\$ 3,020,505.72

All of which is very respectfully submitted,
Committee
H. BAKER,
F. S. MARSHALL,
D. MACRAE.
Wilmington, N. C., Nov. 4th, 1854.

The Wilmington Journal,
November 13, 1854

54. The Presidency of the W. & R. Rail Road

The recent election of a President of the Wilmington and Railroad Company, having been made the subject of newspaper remark, and incidentally of attack upon the State proxy and the Directory of the Wilmington and Manchester Railroad Company, we propose to take some notice of the remarks made, avoiding, as far as possible, in pursuance of the principle we have adopted for our guidance, every expression calculated to increase, or keep alive, an unpleasant feelings in the community.

The *Herald's* article of Saturday last, commences by disavowing any feeling of personal hostility to Mr. Ashe. As it says, so say we,—"So much for so much." It then, in the next paragraph, and several succeeding ones, goes into a long recapitulation of the stereotyped electioneering talk about the relative position of parties in relation to internal improvements in this State, amounting pretty much to a rehash of the editorials of that paper, pending any election for Governor, since its establishment, but totally irrelevant to the present issue, unless its object be, as it evidently is, less the discussion of the presidency of the Road, and incidents connected with the election of the officer to occupy that position, than an attempt to turn the whole affair into a partly channel, and make political capital out of the management of a railroad corporation.

A little exercise of memory, stretching back some eight years, would be sufficient to show with how little propriety these long-winded diatribes can be employed in the case of Mr. Ashe. In 1846 Mr. Ashe was urged to be a candidate for the Legislature, from this County, and much of this urging proceeded from individuals deeply interested in the road, and of the opposite political party. In the Legislature of '46-7 the question of a foreclosure of the State's mortgage on the road was agitated in the Legislature, and his best exertions were successfully given to prevent this disastrous consummation. Again, in the Legislature of 1848-'9, at which time it was felt that the resuscitation of the Road from its terrible depression, could only be accomplished by having it re-laid with T iron, and when the Company was totally without means to do this, application was made—1st for an endorsement by the State, of new bonds of the Company for *the purchase of iron, and 2nd, as the Legislature would not listen to that application, that the existing mortgage of the State should be raised, to give to the new mortgage a priority, without which the bonds could not have been negotiated. The history of the times—the records of the Legislature, and of others in attendance there will supply and abundance of facts going to show how mainly instrumental the influence and the untiring exertions of Mr. Ashe and his Democratic colleagues from this country were in obtaining the object sought for, which has resulted in the present prosperity of the road, which had then never paid a cent of dividend, and the stock of which had a value merely nominal, having been sold as low as five dollars a share;—nay, we have heard of a case where it was said to have been sold for two dollars. The bonds were negotiated—iron was obtained—but to get this iron, duties had to be paid, and the funds were not on hand to pay the duties, nor could bonds have been negotiated for the purpose of obtaining these funds without submitting to a most ruinous sacrifice, if then. Mr. Ashe in Congress, got a bill through allowing an extension of time on these duties, and it is a noticeable fact, that no similar extension has been granted to any other road, save the Wilmington and Manchester, obtained under the immediate auspices of Mr. Ashe and Gen. McQueen, the Representative of the district in South Carolina through which that road runs. How far, let us ask does the *Herald's* long yarn about hostility to Railroads generally, or this one in particular, apply to Mr. Ashe? Again, we say, quoting from the *Herald*, "so much for so much."*

But the *Herald* mounts a high horse—a very high horse indeed—and demands of Mr. Kenan how *dare* he vote for Mr. Ashe—How *dare* he exercise the power entrusted to him as the proxy of the State, in the manner which his own sense of right dictated to him—how *dare* he vote for the gentleman who stood highest on the poll before his vote was cast. Perhaps Mr. Kenan did not know the whole weight and bitterness of the vials of wrath to be poured out upon him, else he might have stood in a more becoming awe of the denunciations of the *Herald*; we say *perhaps*, but we are inclined to think that Mr. Kenan believed Ashe *had* claims to the office

and that he would really make a good President—that he thought he was conscientiously discharging a trust reposed in him in a manner best calculated to subserve the interests of the State and of the public. He believed, as we have reason to suppose the Board of Internal Improvement does, that politics ought not to be brought into rail roads, and that it was rather excluding them than bringing them in, to allow of the election of *one* Democratic President of the road—the first in its whole history. The State is bound to treat with respect, the views of individuals, but it is *not* bound to simply ratify every movement made, without exercising any judgment of its own. If the State proxy is to be a mere automaton, with see no earthly use in the State having any proxy at all. The language of the *Herald* requires no comment. Mr. Kenan would, we feel pretty certain, *dare* do the same thing a dozen times over, if necessary to what he might consider the proper discharge of his duty. He is precisely the man to do so, and if he did otherwise would be totally unfit for any position.

But why should an attack be made on the Manchester Road? Are there not in the Directory of that Road gentlemen, residents of Wilmington, yea, Wilmington shareholders, who have as much at heart the interests of the old road, with which their own is connected, as any men in Wilmington; men who could not have been influenced by party considerations, for the North Carolina Directors in that work are all, with one exception, Whigs. Yet it is said that the vote in the Board of Directors was all but unanimous for Mr. Ashe. Nor need this action excite so much surprise. That company does not totally forget the advocacy of its charter in our Legislature by Mr. Ashe, nor his exertions in Congress with reference to the duties on its iron, nor does it find anything in the record of Mr. Ashe's course in Congress or the Legislature, to weaken its confidence in efficiency and industry as a public officer. We think that nothing could be more directly tend to retard the general diffusion of a spirit of Internal Improvement in the State, than the exclusive control of public works by any one party, establishing in practice the complete ineligibility of all other persons or parties to any say in such matters, and this more especially applies to works for which the aid of the State has been repeatedly invoked. During the dominancy of one party in the State, nothing of importance could be done. One half the people, the Democrats of the State, felt themselves shut out and excluded, and naturally stood aloof from works permanently and all but exclusively under the control of the other half. Thus prejudice grew and increased and harmony was impossible. A new era commenced with the Legislature of 1848-9—neither party could claim the decisive control;--with the equalization of political power, came some relaxation of the rigid exclusiveness which had taught Democrats to look upon Railroads as Whig concerns, and with that relaxation came a better feeling. The first executive officer of the Central Railroad—the most extensive work in the State and in which she has the largest interest is a Whig, as is also the second. Repeatedly the State proxy under a Democratic Administration has voted for retaining a Whig President at the head of the Wilmington and Raleigh Railroad; but now, it seems that because of the retirement of that gentleman, the State proxy, whose character is above impeachment or reproach, chooses to cast the vote with which he is entrusted, for a Democratic successor, whom he finds first on the list *without* his vote, an outcry is raised as though some great principle had been violated or some great wrong done. No one has been proscribed—no one turned out. It simply happens that for the first time in the history of the road a gentleman who has in his public capacity, worked well and faithfully for the interests of internal Improvements in the State generally, and for the works centering here in particular—to say nothing of more recent services to the commerce of the town in Congress—but who is a Democrat, has been placed at the head of the Company. Is the

bitterness exhibited fair or reasonable? Can it do good? How many Democratic Presidents of Banks, Railroads, or anything else, could have been pointed to under Whig Governors of this state? Not one. Nay, the time has been when a Democratic employee, in any public institution whatsoever, would have been nearly about as great a curiosity as the State could exhibit. About the time when the first movements were made towards getting up the stock of the Wilmington and Manchester Railroad, a citizen of Wilmington, who felt a deep interest in the success in that work, made an effort in Edgecombe county to obtain subscriptions, and was met by the reply that they had taken stock in one Whig concern, and would have nothing to do with another. Those days with feelings, are past or passing away, and they cannot pass too soon for the good of the State and the cause of improvement; but since the *Herald* has chosen to go behind the record, it can do no harm to revert to facts which exhibit the practical working of a state of things and feelings which it seems willing to revive and perpetuate, and which the election of Mr. Ashe is so well calculated to put a final stop to. If bitterness, and party bitterness, too, be not at the bottom of the *Herald's* doleful prophecies, where was the necessity for “lugging” in the names of Messrs. McRae and Bettencourt, one of whom has been for a long time in France and never was in the Directory, and the other is not now a Director, having been superseded by its much injured candidate, Mr. Wright.

There are those who stand ready to predict ruin and desolation as the inevitable consequence of the election of a Democrat to any position whatsoever, but, somehow, the world turns round on its axis, and “the country is saved.” The same prophecies, with about the same results, may be expected in the present case.

We too, feel for once like taking a turn at the future—a hand at the prophetic bellows, and do therefore foretell that not only the State proxy but the Directory of the Wilmington and Manchester Rail Road will survive, and that events will show the accuracy of their judgment, which by another year’s time will be substantially endorsed by all concerned.

The Wilmington Journal
November 17, 1854

55. The Mails

The time of which a temporary arrangement was made for the passage of the mails over the South Carolina Rail Road is now about out. To-night will close the ten days stipulated for, and so far we have been able to hear of no definite conclusion having been arrived at, not any arrangement made to take the place of that about coming to a close.—The *Charleston Mercury* of Saturday, states that Gov. Aiken had consented, at the request of the Mayor of Charleston, to repair to Washington, and try to avert the catastrophe of an entire stoppage of the mail. The *Mercury* says truly, that Governor Aiken is personally known to the Post Master General, and enjoys the respect and good-will of the administration. We believe, with the *Mercury*, “that Mr. Aiken will meet, on the part of the Post Master General, with a sincere desire to arrange the difficulty, and we are bound to hope that it will be satisfactorily arranged.” But we cannot forget that there are two parties to this affair, and that without some evidence that the Post Master General will be met in the same spirit by the other party, we can have no confidence to sustain our hope. Mr. Aiken we think might not do amiss if he urged upon the Rail Road Company

some exhibition of the same desire, which is confidently looked for from the Post Master General.

P.S. Since the above was in type have come across the following in the *Columbia South Carolinian* of Saturday:--

We understand that an agent of the Post Office Department has arrived to make some arrangement with Mr. Caldwell relative to the transportation of the mails. We have reason to believe, from the fact the Department has signified a willing ness to settle the account of the company, who desire to finish their present contract, which expires on the 1st July, 1854; but still there is every reason to hope there will be an adjustment of the difficulty.

We find the following in the Charleston papers of the 13th inst:

Columbia, Nov, 12, 1854

The difficulty between the South Carolina Railroad Company and Postoffice Department, with regard to the transportation of the mails, though not definitely settled, is in a fair way of adjustment. In order to give the Department time to accede to the pending propositions, arrangements have been made to carry the mails beyond the ten days specified.

Daily Journal, 14th inst.

The Wilmington Journal
November 17, 1854.

56. [Editorial]

Our “Slow-go-motive Express” just arrived by the most circuitous route, brings news that the Know Nothings held a meeting last Monday night in the Old Poor House Building, in the upper part of town, where an opportunity was had to “See Sam.” Our Express having employed the services of a steed know as “Shanks” is much too fatigued to go into particulars. He had an idea that the falling of the Rail Road bridge on Sunday night might have come under consideration in the way of a special judgment for the election of President. The express is slow but sure.

The Wilmington Journal
November 17, 1854

57. [Editorial]

Our Whig cotemporaries throughout the State seem to be particularly exercised upon the subject of the election of a president of the Wilmington and Raleigh Rail Road Company. Mr. Ashe a Democrat has been elected, which is a terrible misfortune, and an awful mixing up of politics with public works, although on the other hand the unbroken succession of Whig Presidents for some nineteen years was all right and proper—there was nothing like party in *that*. Even the quasi neutral, but really Whig and Know Nothing, paper published at the State

Institution for the Deaf and Dumb, the *Southern Weekly Post*, deems it necessary to give currency to a palpable misrepresentation on the subject. It says: "We understand that the Hon. W.S. Ashe has been elected President of the Wilmington and Raleigh Railroad by the vote of the State. The Stock-holders voted for Mr. Wright." Now, as the State voted very little over *one-fourth* of the whole number of votes given, it might puzzle a plain man to know how it could have elected Mr. Ashe. If the *Post* had been as anxious to find out the real state of the case as it has shown itself to propagate an erroneous statement, it would have discovered that Mr. Ashe received more votes than any other candidate *before* the State voted;--that of the whole number of votes cast, he was indebted to the State for less than one-half.

It would be but right and fair for this *Raleigh Post* to throw off the disguise of neutrality which it assumes, and come forth in its true colors. We care not what the private politics of individuals concerned with it may be—the paper is anti-democratic. Let it be so openly and manfully and we will have no objection to make.

The Wilmington Journal
November 17, 1854

58. [notice]

Dr. Columbus Mills and Mr. Coleman, Senators elect from Rutherford and Cleveland, and from Macon and Yancy, passed through this place yesterday, on their way to Raleigh we presume, in company with Hon. T.L. Clingman. They arrived in the morning by the Manchester train and left by the three o'clock train going north.

The Wilmington Journal
November 17, 1854

59. North Carolina Railroad

The *Greensboro' Patriot* says that Governor Morehead has just contracted for nine thousand tons of iron—enough, it is supposed, to complete the laying of the whole work. The price is \$42,50 per ton, payable in North Carolina money. The iron is to be delivered in equal quantities at Charleston, South Carolina, and Portsmouth, Virginia.

The Wilmington Journal
November 17, 1854

60. Man Shot

On yesterday, a man by the name of Seth Jones, while in a state of intoxication, shot another man by the name of Quinn, through the shoulder. Quinn, we learn is not dangerously

wounded.—Jones has been arrested and confined in jail. The affair happened above the Rail Road.

The Wilmington Journal
December 18, 1854

61. [Editorial]

We notice that a bill has already been introduced in the Senate for a railroad connection between Greensboro' and Danville. We have know idea that it will pass at this session, but the action upon it will show the present strength of the project.

A uniform Railroad gauge in this State, as proposed by Mr. Thomas of Jackson, is out of the question, even in regard to those hereafter to be built.—It is presumable that future lines South of the Cape Fear will connect with connect will the Manchester Road with the Manchester Road, which has a different gauge from the other railroads of the State. At any rate that road has a right to build branches, which will, of course be built on its own gauge. Mr. Steele of Richmond has already introduced a bill to incorporate the Wilmington and Charlotte R.R. Company, of course with the same gauge as the Manchester Railroad.

The question of Temperance will not create much division. The existing license laes may be revised, but nothing radical attempted.

The Wilmington Journal
December 8, 1854

62. Land for Sale

The subscriber, being desirous to move convenient to some good School, for the benefit of his children, offers for sale the tract of Land on which he resides, lying on Rock Fish Creek, in the lower end of Duplin county, immediately on the W. & R. R. R. The said tract contains 125 acres, more or less, about 50 acres in cultivation, quite productive, and the location healthy. The Dwelling House comfortable, with all necessary out-houses. Said place would be a pleasant summer retreat.

Nov. 3d, 1854

J.P. JORDAN
51-1w—10-1m

The Wilmington Journal
December 8, 1854

63. Railroad Accident

Last night the locomotive and tender of the Express train, on the Wilmington and Raleigh Railroad, ran into the river at the Company's wharf, and now lie in about ten feet water. Luckily

nobody was hurt with the exception of the Mail Agent, who injured his arm very badly by jumping out.

We went up last night, immediately after the occurrence of the accident, and, as nearly as we could discover, the facts were as follows: That the engineer came on to the inclined plane at a very high rate of speed, as shown by the fact that in passing the “frog,” at the head of the plane, the train received a shock as though it had struck some obstruction placed there; that the reversing machinery was broken, or out of order, and that the engine could not be reversed so as to check the impetus in coming down the inclined plane, and that, in this state of things, the brakes were not sufficient to check the motion before the accident had happened. Two things are evident: that the cars came to the incline at a criminally high rate of speed; and secondly, that the engineer must have known that the engine could not be reversed sufficiently soon to check the motion on the level at the foot, for the difficulty in reversing had existed all day. The two brakes usually employed were on, and Mr. Laspeyre, the conductor, was at the third. After all our efforts to get the facts, we could come to no other conclusion than that the fault lay altogether with the engineer.

The Wilmington Journal
December 23, 1854

64. [notice]

Tuesday night the up passenger train, which left this place at three o'clock, came in contact with a freight train at Joyner's Depot. The freight was on the turn-out—the switch had been altered, it is supposed intentionally, which caused the passenger train to run on the turn-out, causing the collision. A negro brakesman known as Sterling Pontain, had his leg fractured. The Locomotives are somewhat injured. We do not know the exact amount of damage. The switch tender is evidently in fault—whether through carelessness or intention we cannot say.

The Wilmington Journal
November 24, 1854

1855

1. A Mistake

We noticed a paragraph going the rounds, with reference to a late Railroad accident here, in which an engine and tender went overboard, which conveys the impression that Mr. Wm. Peidmont, who went overboard with the engine, was drowned. We believe that the amount of his injuries was a good ducking. Nobody was killed. The paragraph to which we have reference, is headed—"Accident and Probable Death," and credited to the *South-Side Democrat*.

The Wilmington Journal
January 5, 1855

2. From the Seat of War

The entrenchments on Fourth Street between Princess and Chestnut Streets remain nearly in the same position as at the date of the last public advices. One little negro the last rainy night, lost his way among the embankment, but was rescued with his life. No serious attack has been contemplated upon the position, which will shortly come to be regarded as impregnable. The laborers are supposed to have gone into winter quarters. The fortifications on Princess Street below Fourth are so far advanced as to dispense with any great supply of mortar, and consequently to mortar bed above is lying idle for the present. The attack of the mosquitoes during the next summer may call for the construction of additional outworks, and more sand and mortar from the lines in front of the Academy, which have now been extended as far as the old Kenan House. When the lines of circumvallation are completed, that square may be looked upon as fully invested, with no chance but to surrender at discretion. The Sheriff is down upon the said denizens for taxes, all the same, so that perhaps they might have an interest in the jail.

The Wilmington Journal
January 1, 1855

3. An Encouraging Exhibit

We are pleased to learn that the business of the Wilmington and Manchester Road, for the last twelve months, exhibits an amount of prosperity beyond the hopes of its warmest friends, an such as to leave no doubt of its shortly becoming one of the most profitable public works in the

country. The gross receipts of the Road foot up three hundred and thirty thousand dollars, and the nett profits one hundred and forty thousand dollars, being equal to seven per cent, upon the whole cost of the work, stock and loans included. Taking into consideration the fact that only ten months of the mail contract is included in this, and that, for the greater part of the time, the road was in an unfinished condition, this result is really surprising, and such as is seldom, or ever, exhibited by new work. We presume, of course, that the actual *bona fide* construction-account is not included in the statement of current expenses. We are not, however, posted up upon the items, but are simply apprized of the aggregate result.

The Wilmington Journal

January 12, 1855

4. Railroads

The Senate has passed through their three readings the following bills: The bill for the completion of the North Carolina Railroad; the Bill to incorporate the Western North Carolina Railroad; and the Beaufort, Fayetteville and Greensboro' Railroad. The House of Commons have passed the following: the Atlantic Railroad; the Wilmington and Charlotte Railroad; and the French Broad Railroad. Should all these Railroads be constructed, with their connections, they will bring nearly all sections of the State within the reach of railroad facilities. It may seem that this large addition to our railroads at this session, would imposed a very large debt at once upon the State, but nearly all the charters provide either for an endorsement of the bonds of the company, or for a gradual construction of the roads. Before another legislature meets, it will not be possible for a large portion of the debt to fall upon the State; and ample time will be given to meet any liabilities that may be out upon the State.—*Raleigh State*

The Wilmington Journal

January 29, 1855

5. Town Meeting

In pursuance of a call issued by the Magistrate of Police a public meeting of the citizens of the town of Wilmington was held in the Court House yesterday afternoon, for the purpose of considering the propriety of extending the track of the Wilmington and Raleigh Rail Road to some central point in said town.—Col. John McRae, M.P., was called to the chair, and A.H. Martin, Esq, appointed secretary.

A resolution submitted by A. H. VanBokkelen, Esq., and amended on motion of Dr. F.J. Hill, was debated at some length. The resolution in substance declared it expedient and conducive to the general interests of the town that a Railroad track should be run from the present terminus of the Wilmington and Raleigh Road to some point at or near the centre of town for the conveyance of passengers and baggage upon which no locomotive should be employed. The resolution was negative.

The meeting was quite a full one, showing that considerable interest was felt upon the subject, as was manifest from the discussion. It was natural that owners of property on Front Street, who might regard the move as likely to interfere with the value or comfort of their residences or other property, should be more especially opposed to it.

We plead guilty to no partisanship one way or the other, although our opinions lean to the side of the minority as ascertained by the vote of the meeting. City Railroads are *not* an uncommon thing. There are several of them through the very heart of the city of New York, and you get into the cars opposite the City Hall, and they are rising in popularity both in that city and Boston.

When we broached this subject some weeks ago it was simply with a view of bringing it to the attention of our people. We knew that the idea was entertained of building a Refectory or Eating House for the accommodation of passengers up at the Railroad Depot, which was and is looked upon as a necessity under the existing state of things. As for the right, that, of course, must depend upon the necessity.—The company took means to feed its passengers on board the boats, which it had a right to do, and if circumstances should arise creating a similar necessity, it has the right, and it seems to us, is bound, as far as practicable to exercise it for the interests of the line. However, we knew that the road was anxious to avoid the necessity of any step that might come into competition with private enterprise or deprive the town of the benefits of travel coming into and passing through the centre of it. To obviate this necessity the idea of a horse railroad, the track of which should extend from the Railroad, say, to Dock Street wharf, was suggested for the consideration of citizens. In this was it was thought that passengers could be placed in the centre of town in six or eight minutes after the arrival of the cars, and, being delivered from the necessity of returning, would have time for refreshment or other purposes, and it was thought that the passage of something like a hundred thousand persons per annum, through the very heart of town, could not be otherwise than beneficial. These were some of the supposed advantages offered as reasons in favour of the scheme. The probable injury to property, etc., were among the reasons urged in opposition, and appear to have been regarded by the majority of the meeting as more than counterbalancing the probable advantages likely to accrue. Of course we submit to the will of the majority, and this the more readily as the general interests of town and no earthly interests or motive of our own prompted us in bringing forward the original suggestion.—*Daily Journal, Feb. 3d.*

The Wilmington Journal
February 5, 1855

6. [notice]

The Norfolk Journal volunteers arrived here last night under the command of Captain Robinson. They are a fine-looking body of men, numbering near about sixty, including the band. They were received by a committee of our town volunteers. We presume that they will be escorted to the principal points of interests by our two companies.

The train in which they came arrived here some hours behind its time owing to a collision at Teachey's depot occasioned by a freight train running into the rear of the express train while the latter was standing at the depot. The freight train was running when it ought not to have been running; it came up to the depot at full speed, when it must have seen the express train, and in every way the course of its engineer and conductor was criminal in the highest degree. But for the presence of mind of the engineer of the express train, in jumping on his engine and getting into motion, the concussion would have been much more violent. The freight engineer took the woods to escape the infliction of summary punishment. Mere dismissal in such is totally inadequate. There ought to be a punishment commensurate with the criminality of the proceeding. Perhaps a slight hanging might be useful. Considerable damage was done to the passenger cars, but the most painful part of the affair is, that Dr. Cowper, of Murfreesboro, in this State, who was coming along with the volunteer company, received a severe injury in his foot, completely tearing off and lacerating the fleshy part of his heel. We believe the tendons are not divided, so that no permanent lameness may result. The Dr. is at the Carolina Hotel, and is better than could be expected.—*Daily Journal*, 24th.

The Wilmington Journal
February 26, 1855

7. [notice]

Mr. Marsh, the engineer of the freight train with which the collision occurred at Teachey's depot on Friday evening, requests us to state that previous reports of that affair do him serious injustice. That when that accident occurred the smoke from the woods for two miles above the depot was so dense as to render it totally impossible to know exactly where he was, and that when he did discover his near neighborhood to the depot he used every exertion in his power to prevent any injurious results. He admits that had he been longer acquainted with the road he might have known his exact position even with the smoke, but being comparatively a new engineer he could not tell. Perhaps greater experience on the road might have enabled him to have avoided this accident, but he would be as far from either recklessly or willfully endangering human life as any man on the road.

Mr. Thompson, the conductor on the freight train, requests us to make the same statement on his behalf, and as an act of justice to them we cheerfully make this statement.

The Wilmington Journal
March 2, 1855

8. [Letter to the Editor]

Tarboro', Edgecombe County,
Feb. 19th, 1855.

Editor of the Wilmington Journal:

Dear Sir:--In passing over the Railroad leading to your enterprising and flourishing town of Wilmington, the eye of the planter is particularly struck with the absence of all Agricultural improvement in its vicinity. From Rocky Mount to Wilmington (with now and then an exception to the rule) the country presents the appearance of a dreary desolate pine barren waste. Why is this? Is it the want of facilities to a market? Your well appointed road supplies the place of an ever navigable stream. Is it the want of energy and enterprise? Your rapidly improving town says no to this and exhibits the heretofore doubtful fact, that in North Carolina there is a *working community*. Or is it the poverty of the soil for which our State has been so often sneered at? Many will doubtless say, Mr. Editor, here is the true cause. We deny it. The country from Goldsboro' downwards, where scarce a shanty or dog-cabin is to be seen, save at the different depots, it susceptible of being made a fine agricultural country.

In point of climate it is superior to Edgecombe; in point of texture of soil it is equal; in facilities for improvement (if we have not been mislead) it is not inferior, to say nothing of the convenience, the year round, from the Railroad, to sell what you raise and buy what you want.. We say this country is susceptible of a high degree of improvement. Observation and experience have proved incontestably that pine land, with a clay sub-soil, produces excellent cotton. Where cotton grows any of the grains adapted to our climate do well. The railroad from Goldsboro' to your town, with but little exception runs through this character of soil. The country can be drained; marl abounds; and in a country as near the coast as this, materials for composting are never wanting. We saw at one of the depots near Wilmington as fine a specimen of marl as any country can boast of. Indeed it looked for all the world like a bank of ashes interspersed with small shells. It is said to be easy of access, lying near the surface. With such a soil, with mud and marl, and a climate inferior to yours, the fact has been demonstrated in Edgecombe, that a 400 pound bale of cotton can be made to the acre, and that in a few years after the improvement begins. Why then can't the same thing be done along the line of your road? It can be, and all that is necessary to accomplish it, is for some pioneer of nerve and energy to make a beginning—to break the ice. It is a very desirable thing to Wilmington to have this country properly developed, and it be most soothing to my State pride to witness it. You could then purchase your sweet potatoes for less than \$1 per bushel; your turnips for less than \$1.25; your beef for less than 10 cents the pound, and other things in proportion.

Let some of your young men of intelligence and enterprise but put their hands to the plow and not look backwards, and there can be no such word as fail, surmounted with such facilities as you possess.

D., of Edgecombe

The Wilmington Journal
February 26, 1855

9. [notice]

A new Post Office has been established at Mullen's Depot, on the W. & M. R. R., about 10 miles east of Marion C. H., in Marion District, S.C.

The Wilmington Journal
March 16, 1855

10. [notice]

We find the following note from Capt. Fremont, Engineer & Superintendent of the Wilmington & Weldon R. R., in the *Herald* of the 20th inst.:

Eng. & Supt's Office, W. & W. R. R. Co.,}
Wilmington, N.C., March 17, 1855. }

Mr. Editor—

Dear Sir: I see by your paper of to-day, that you think it “injudicious for the Wilmington and Roanoke R. R. Company to advance the freights on Flour, at this crisis.” I concur with you in that opinion, and I beg leave to assure you that the freight on Flour is actually *reduced* a little by the new tariff, and a further provision made authorizing the Superintendent of this Road to enter into an agreement with the General Superintendent of the N. C. R. R. to bring Flour the distance of 168 miles for fifty cents per barrel, by the car load; of course not to break bulk at Goldsboro'. The proposition to collect the through freights here, has already been made by the N. C. R. R., and will be arranged here without any difficulty, I think.

It is the wish of the President and Directors of this Road, to give every encouragement, and offer every faculty to business from along the line of the N. C. R. R., and I am confident that satisfactory rates will be fixed.

Flour is now taking to route, via Goldsboro to Portsmouth, Va.

I am very truly yours,
S. L. FREMONT.

The Wilmington Journal
March 23, 1855

11. [notice]

The name of the road running Northward from Wilmington, formerly designated as “The Wilmington & Raleigh Railroad,” is now, we are informed, “The Wilmington & Weldon Railroad,” The Legislature made certain amendments to the charter of the company in compliance with resolution of the Stockholders in general meeting.

The name asked for was “The Wilmington & Weldon Railroad Company.” We believe that one branch of the General Assembly had adopted the name of “The Wilmington & Roanoke,” but this was subsequently receded from, and that of the “Wilmington & Weldon” finally passed as it had already been accepted by the Company and required no subsequent

ratification on the part of the Stockholders. The Wilmington & Weldon Railroad Company, is therefore the corporate name.

The Wilmington Journal
March 23, 1855

12. Rail Road Meeting

At a meeting of the Commissioners appointed under the act of incorporation for the purpose of creating the capital stock of the Wilmington, Charlotte and Rutherford Rail Road Company, held this 14th day of March, 1855 at the town of Wadesborough, General Alexander McRae of Wilmington, was elected Chairman, and Robert S. French, of Lumberton, was requested to act as Secretary.

The Chairman explained the object of the meeting.

Present—General Alexander McRae, of Wilmington; Alfred Smith, of Whitesville; Thomas A. Norment of Lumberton; James P. Leake, of Rockingham; Walter P. Leake, of Wadesborough; D.A. Covington, of Monroe.

It was resolved,

That books be opened for subscription to the capital stock in the Wilmington, Charlotte and Rutherford Rail Road, at the places and by the persons designated in the act of incorporation of said road, on the second Monday in April next, and that the Chairman cause publication of the same to be made in the Shelbyville, Charlotte, Wadesborough, Fayetteville and Wilmington papers.

It was ordered that the name of Peter A. McEachin be added to the Commissioners for the County of Robeson, at Floral College;

That Haynes Lennon, Thomas L. Vail, Lovett Peacock and Marmaduke Powell be added to the Commissioners of Columbus County, at Lennon's Store;

That W.W. Hart of Monroe; William Hamilton, William L. Stigall, C. Tolson, at Hamilton's; William Houston, Capt. James Houston and William Hudson, at the Davis Gold Mine; George McCain, John Stewart, Col. William Walkup and Hugh Wilson, at Wilson's Store; Robert Howard, Robert Howie, Col. James A. Dunn, at Howard's Store, be added to the Commissioners for the County of Union;

That William Maxwell, William H. Mathews and -----Williamson be added to the Commissioners for the County of Mecklenburg.

It was resolved,

That the Directors of the Company hereafter to be appointed, be requested, in al contracts for work on the road, or for materials for said road, to prefer stockholders over all others, to the amount of their stock, all other things being equal.

It was resolved,

That it be recommended to hold mass-meetings in the different counties on the line of the road.

On the motion of Mr. Norment, it was resolved,

That it be recommended to the Commissioners that a subscription be taken up as early as practicable to pay the expenses of a survey from the town of Wilmington, and from Whitesville to Lumberton, and that John C. McRae, of Wilmington, be appointed to make the surveys.

The following form was adopted as a caption to the lists of subscription:

“Subscription list for the Wilmington, Charlotte and Rutherford Railroad Company.

State of North Carolina, }
County. }

“We, the subscribers, agree to take the number of shares opposite our several names in the capital stock of the Wilmington, Charlotte and Rutherford Railroad Company, in accordance with the provisions of the charter of said Company,”

The following form was adopted for the receipts to be given by the Commissioners:

County of _____)

_____, A.D., _____.)

Received of _____, _____ dollars, it being five per cent, on _____ shares subscribed by him to the stock of the Wilmington, Charlotte and Rutherford Railroad Company.

Ch’n of Comm’rs

The meeting adjourned subject to the call of the Chairman.

R.S. French, Sec’y

The Wilmington Journal
March 19, 1855

13. The Wilmington, Charlotte and Rutherford R.R.

The times *are* hard, and an effort is required to do anything in the way of raising money, no matter how small the sum, or how easy the raising of it might appear under ordinary circumstances; still hard as the times are, and great as is the effort required to do anything, we feel convinced that such an effort ought to be made, and will be successful in carrying through the western Road, projected from this place.

We glean from the tone of an article in a late Charlotte paper,—the *Democrat*, we think, that the people of that place are appealed to mainly on behalf of the line running west from Charlotte, taking it for granted that Wilmington and the intervening counties will carry the road as far west as Charlotte. It is contended that time is a great and important matter in determining the future value of the western extension—that if that from Charlotte be promptly commenced and carried through, the extension of the Central Road from Salisbury will not be built, the Charlotte extension having the advantage of a richer country, and more favourable route. Thus by prompt action the friends of the Rutherford route may secure for it the position of the main, if not the only extension to the Mountains, and ultimately into Tennessee.

At any rate, it is plain that our Charlotte friends will be apt to throw a considerable part of their strength upon the Western portion of the route. It therefore behooves those living along the line east of Charlotte to examine carefully their own resources with a due reference to the existing state of the case in all its bearings. It is known that into the calculations made, the questions of the gauge, the terminus, and measurable, of the route, or a portion of it must enter. For reasons which have already been set fourth in our columns, we have expressed a preference for the North Carolina gauge, if other things can be made to suit. Without going into a recapitulation of the argument, we may remark that by adopting this gauge we obtain the chances of a connection with the French Broad R. R. which is to be built on the North Carolina gauge—we obtain at Charlotte the advantage over the Charleston route to that place, which has a different gauge—we guard against any future risk of being tapped by any manoeuvre at a point where our road will approach the South Carolina line within a very few miles—we will be enabled to make a connection with Fayetteville with a comparatively small risk of doing anything to forward the “Metropolitan route.” The additional expense is the main argument *against* the adoption of such a gauge running direct to Wilmington, and *for* the South Carolina gauge, connecting with the Manchester road at or near Whiteville, and it must be confessed that is entitled to very great weight at any time, and is peculiarly so at the present. Unless it can, somehow, be overcome, it seems to be almost insuperable.

To this view of the case we wish to call the attention of our friends residing in a portion of Bladen and New Hanover counties, among whom a strong feeling has existing for a length of time, as evidenced by the proceedings of meetings held in these sections, and published at different times in our paper, and we believe, the other papers of the town. The question is, how far a road running from Marlsville depot, on the W. & W. R. R., and crossing the Cape Fear River at the same point below Elizabeth, say Whitehall, would meet the views and accommodate the wants of the sections to which we have referred; and, upon the supposition of its meeting the

views and accommodating the wants of said sections; what subscription could be theirir secured for it, and how far such subscription would go towards making up the difference between this route and that to Whiteville.

We have conversed with gentlemen from the portions of country to which we allude—gentlemen of wealth and public spirit, and at their request, as much as from any other cause, we have deemed it proper to bring this matter to the attention of the public.—They speak encouragingly of a liberal subscription. We trust that they will bestir themselves and present such facts as will at least, justify a experimental survey. It is a matter, in our opinion, the first importance, but one upon which no opinion can be definitely formed without further knowledge.

The Wilmington Journal
March 26, 1855

14. [notice]

Coroner Hartsfield held an inquest on the 4th, over the dead body of a white man, found in the woods near the track of the Wilmington & Weldon Rail Road, about 8 miles from town. It appeared to the satisfaction of the jury, that he was a man by the name of Spencer, who has a family consisting of a wife and two or three children in the suburbs of the town, and must have been dead several days, as the body was considerably decayed and disfigured by animals and buzzards.

The Wilmington Journal
July 6, 1855

15. Fire

The alarm of fire this forenoon proceeded from the burning of the distillery owned by Mr. J. R. Blossom, and situated about a half mile above the railroad. The distillery in which the fire originated, with all the stuff in the immediate vicinity, was

.....

The Wilmington Journal
July 9, 1855

16. [notice]

We learn that on the day passenger train coming up on Dickinson's Shantees, a negro brakeman belonging to Mrs. White, of this District, while standing on the platform of one of the cars extending his head and body to look forward his head came in contact with the framework of a cattle pen, made for taking cattle on the cars; notwithstanding the stunning effects of the

blow, he maintained his position for a few moments, when he lost his hold and was precipitated with such violence on his head as to break his skull.—*Marion Star* 21st.

The Wilmington Journal
August 24, 1855

17. Mail or Route Agent.

Tyre J. Dirken, of Summerville, S.C., has been appointed Route Agent on the Wilmington & Manchester Rail Road, being an additional agent.

The Wilmington Journal
October 12, 1855

18. Died.

In this town, on the evening of the 30th inst., Hon. EDWARD B. DUDLEY, formerly Governor of North Carolina, in the 65 year of his age.

Some one better qualified by information and acquaintance with the subject, will no doubt pay that tribute to the memory of Governor Dudley so eminently due to his character and public services. We but know that when he ceased to breathe, a generous and high-souled gentleman passed away from among us; we can but know that he was ever and always an earnest liberal and untiring friend of public improvements in the State, and especially of those works which have contributed so much to the growth and prosperity of Wilmington. His best monument lies around us.

The flags of the shipping in port, and at other points in town, are displayed at half-mast, in token of respect to his memory. It will be seen that a meeting of citizens is called at 3 ½ o'clock, this afternoon.

The funeral will take place from his late residence to-morrow afternoon at 3 o'clock. His remains will be interred in Oakdale Cemetery.—*Daily Journal* 31st ult.

The Wilmington Journal
November 2, 1855

19.

Yesterday, on motion of George Davis, Esq., the Superior Court adjourned out of respect to the memory of Governor Dudley. Mr. Davis, on making the motion, and Judge Ellis, in adjourning the Court, spoke feelingly of the virtues and public services of the deceased.

The town meeting called at the Commissioners' Hall, at 3 ½ o'clock, P.M., was adjourned to the Court-House. It was large and comprised many of those who best knew and most highly respected Mr. Dudley.—*Daily Journal Nov. 1st*.

The Wilmington Journal
November 2, 1855

20. Wilmington & Weldon Railroad Company.

The Report of the President and Directors, the Engineer and Superintendent and the Auditing Company, is before us. We have to-day only time to give a very few items. From the report of the Auditing Committee, we learn that receipts of the Road have been \$441,994.06; the expenditures, including interest and exchange, \$328,534.13, showing a nett profit of \$113,159.93. From very obvious reasons, the extraordinary expenses of the Company this year have been large. Passenger sheds, etc., have been built at various points, and other additions to the permanent property of the Company. The through travel has slightly fallen off on this, as we believe has been the case on all other roads, owing to the depression of business, but the local business has increased. The report of the Superintendent represents the property of the Company as being in a sound and effective condition. So far as we can judge, the affairs and prospects of the Road are prosperous and favorable.

The meeting of the Stockholders organized this morning in the Court House: H. A. Harris, Esq., of Warren county, in the Chair; Mssrs. Hill of Halifax, and Griswold of Wayne, Secretaries. The Secretaries, assisted by Mssrs. Wm. A. Wright and James S. Green of Wilmington, were appointed a committee to verify proxies. This, with reading of the reports, will occupy all the morning session.—There is a majority of stock represented. We presume that there will be afternoon session for business, as Mr. Cowan's oration will be delivered in the Masonic Hall at 3 o'clock.—*Daily Journal 8th*.

The Wilmington Journal
November 9, 1855

21. A Busy Time in Wilmington.

This and the coming week will be quite stirring in our good town of Wilmington, which people *will* call a *city*, perhaps because by resolution of the last General Assembly, the head of the town government is called Mayor. But in law this is only a town, and so the resolution designates it. But that is nothing. The Stockholders in the Commercial Bank, in the Bank of Wilmington, and in the Wilmington & Weldon Rail Road Company, hold meetings here this week, for the election of officers, "and for other purposes" as the *omnibus* bills say. And next week, on the 14th inst., the sessions of the M.E. Conference will commence. Next Thursday, by invitation, R. H. Cowan, Esqr., is to pronounce a eulogy on the life and character of the late Gov. Dudley, a duty for which Mr. Cowan's acquaintance with the subject eminently qualifies him.

The Carolina Hotel is temporarily closed—what are visitors to do? We are certainly at a loss for Hotel accommodations.—*Daily Journal* 5th inst.

The Wilmington Journal
November 9, 1855

22. Tribute of Respect.

Office of the Wil. & Weldon, R. R. Co.,}
Wilmington, N. C., Oct. 31, 1855.}

At a special meeting of the Board of Directors of the Wilmington Rail Road Company, held this day, the President communicated the melancholy intelligence of the death of the Hon. E. B. DUDLEY, late Governor of the State, and at the time of his death, a member of this Board. Whereupon the following resolutions were unanimously adopted:

Resolved, That in the death of this distinguished citizen this company has sustained the loss of its most ardent, devoted and efficient friend, who from the very inception of the great work of Internal Improvement intrusted to our administration, and in its most trying times of embarrassment and difficulty, ever proved himself by his personal exertions, as well as by his pecuniary aid, the disinterested patriot and enlightened statesman.

Resolved, That to the lamented deceased a large debt of gratitude is most eminently due by the town of Wilmington, whose present prosperous condition and auspicious prospects are the results of a work, of which without injustice to any other, he may well be considered the principal patron if not the very founder.

Resolved, That the Board doth hereby respectfully tender their most heartfelt sympathy and condolence to the bereaved family of our colleague.

Resolved, That this Board, will wear the usual badge of mourning for thirty days, and recommend the officers of the Company to unite with us in this testimonial of respect to the memory of the deceased.

Resolved, That this Board will attend the Funeral of the deceased.

Resolved, That the President be requested to transmit a copy of these resolutions to the family of the deceased and express to them the sincere condolence of this Board, in the loss they have sustained.

Copy from the minutes.

JAMES S. GREEN, Secretary.

The Wilmington Journal
November 5, 1855

23. Stockholders' Meeting.

At the meeting of the Stockholders of the Wilmington & Weldon Railroad Company Thursday, the committee appointed to verify proxies reported nearly ten thousand shares represented personally or by proxy. This amount was subsequently increased to over ten thousand shares. The report of the President and Directors was read, received and referred to a committee of three, who reported at the afternoon session at 4 o'clock, recommending the ratification of the act of Assembly changing the name of the company and reducing the vote of the State in the meetings of said company, and referred the recommendation to establish a transfer office in New York to the Stockholders without expressing any opinion on the subject.

A resolution ratifying the recent action of the Legislature in changing the name of the company, &c., was passed unanimously. Another resolution authorizing two-thirds of all directors, in full board, to establish a transfer office in New York, it in their opinion it could be done with safety and advantage, was after considerable debate adopted. After which the meeting went into the election of officers. Hon. Wm. S. Ashe was re-elected President without opposition. The old Board of Directors, with the exception of Ex-Gov. Dudley, deceased, and General Alexander McRae, who declined a re-election, were all chosen. W. W. Peiree and W. C. Bettencourt, Esqrs., were chosen to supply the vacancies.

A resolution was passed for the publication of the proceedings of the meeting, the old charter of the company with the several amendments and alterations up to the present time to accompany and form part of said proceedings.

Another resolution was passed, requesting a copy of the Eulogy upon Gov. Dudley, delivered by R. H. Cowan, Esq., with a view to its publication for distribution among the Stockholders.

The Chairman and Secretaries of the meeting together with Wm. A. Wright, Esq., were appointed a Committee to superintend the publications ordered.

The auditing Committee of last year was re-appointed. The thanks of the meeting were tendered to the Chairman and Secretaries for their able and courteous discharge of the duties developing upon them, and the meeting adjourned.

The Wilmington Journal
November 12, 1855

1856

RAILROAD ACCIDENT.

We learn that a painful accident occurred last night, on the Wilmington and Manchester Rail Road, in the neighborhood of Hood's Creek, some eight or ten miles from town. It would appear that on account of some defect in the working of the pumps of the Locomotive engaged in carrying up the night train going west from this place, the Engineer detached the train and ran on ahead some distance, and in returning to take up the train again, came back at so high a rate of speed as to cause a serious collision, resulting in some damage to the train, the mail car being smashed up and some little damage done to the other cars. The most painful circumstance connected with the affair is that Mr. Charles Baldwin, the conductor, got seriously, and, it is feared mortally injured, by being thrown from the train with so much force as to cause concussion of the brain. Mr. E. L. Sherwood, Mail Agent, was also slightly injured. None of the passengers were in any way hurt. Until the circumstances of the affair can be more fully examined into we forbear any comment.—*Daily Journal*, 5th inst.

The Wilmington Journal,
January 7, 1856.

DIED

In this town on Monday evening, the 7th inst., Mr. CHAS. BALDWIN, formerly of New York, but for many years a resident of this place, where he enjoyed the respect and good wishes of all who knew him.

The Wilmington Journal,
January 14, 1856.

THE LATE RAILROAD ACCIDENT.

A coroner's jury, summoned by Coroner J. C. Wood, to examine into the circumstances by which the late lamented Mr. Charles Baldwin came to his death, after mature deliberation, report that it was occasioned by a blow received on the head, on the night of Friday, the 4th inst., while acting as Conductor on the mail train of the Wilmington and Manchester R. R., by a

collision of the engine and mail train. The jury cannot find from the testimony, that the Engineer, Mr. Nicholas Walker, is in the least culpable, as there was no light at the front end of the train, which it was the duty of the Conductor to have placed there. Signed by Benjamin Hailett, foreman.

The publication of this verdict of a jury of twelve men, who have fully examined the testimony, is, we think, eminently due to the Engineer, Mr. Walker, who must necessarily feel sufficiently pained by the circumstance, without having to bear the burden of culpability with which he is not chargeable.

The Wilmington Journal,
January 14, 1856.

ACCIDENT ON THE WILMINGTON & WELDON RAILROAD.

On last Friday night, while Mr. Wm. Gay, section Master on the above road, near Rocky Mount, was passing over the above road on his hand car, with two negro laborers, an unexpected locomotive, which had been dispatched from Goldsboro' to Weldon for the mail train, was discovered approaching very near; the negroes jumped off, leaving Mr. G. alone on the hand car, when he was knocked off by the locomotive, and, we regret to learn, was killed instantly, his skull having been broken. Mr. Gay was very much respected by those who new him.

The Wilmington Journal,
January 14, 1856.

STOREHOUSE AND LOT FOR SALE AT BEAR SWAMP P. O., DUPLIN CO., N. C.

THE SUBSCRIBER BEING DESIRIOUS TO retire to a more private life, offers for sale his STOREHOUSE and LOT, consisting of one acre of Land, on the East side of the Wilmington and Weldon Railroad, 4 miles above Warsaw, and 5 miles below Faison's Depot, at which place is a good stand for a country store; there is now a Post Office at the place, which receives two mails per day, one from the South at 9 A. M., and the other from the North at 4 ½ P. M. The Storehouse is 24 by 46 feet, with a shed 24 by 12 feet with a good brick chimney. Also, a Warehouse, 18 x 14 feet.

If application is made soon a small stock of goods, now on hand, can be bought very low with the premises, if desired. If application is not made by the 7th of January next, the goods will be sold at public auction, on the premises.

L. R. LOFTIN.

The Wilmington Journal,
January 18, 1856.

WILMINGTON, CHARLOTTE AND RUTHERFORD RAILROAD COMPANY.

It will be seen by notice in another column that the Directors in the above Company will meet here on Friday, the 18th inst. We trust that they will be able to report good progress and favorable prospects for this great and important work.

The Wilmington Journal,
January 18, 1856.

[Editorial]

A gentleman writing from Buelah, Johnston county, says that he lately sent to this place a coop of poultry—sixty-six head of chickens—upon which he had to pay \$3 for (we believe) 30 miles on the North Carolina Central Railroad to Goldsboro', and only \$1 from Goldsboro' to Wilmington, a distance of 84 miles. He is desirous of being informed why the charges are so much higher on the Central Road than they are on the Wilmington and Weldon Road.

The Wilmington Journal,
January 28, 1856

[announcement]

A new Post office has been established at "Pikesville," Wayne county, on the Wilmington & Weldon Rail Road, and Mr. Calvin T. Perkins appointed postmaster.

The Wilmington Journal,
January 28, 1856.

[announcement]

The Stockholders of the Wilmington & Manchester Railroad held their annual meeting at the Masonic Hall, in this place, Wednesday.

The meeting was organized by calling Col. Haynesworth, of Sumpter, to the Chair. W. S. Mathews, and W. A. Walker, Esqrs., were appointed Secretaries, and also authorized to examine proxies and report the number of shares of stock represented.

The total receipts from all sources for the past year have been \$419,075.22; the expenditures for the same \$211,089.64 leaving net receipts, or profits of the Road for the past 12 months the sum of \$207, 985.58. We shall lay before our readers the reports of the various, at an early day

The increase of income from all sources has been equal to 26 per cent, as compared with the previous year.

The Wilmington Journal,
February 1, 1856.

Office of Wilmington & Manchester R. R. Co.,
Wilmington, N. C., Jan. 10, 1856.

To the Stockholders of the Wilmington and Manchester R. R. Co.

The President and Directors beg to submit, for the information of the Stockholders, their eighth annual report, for the fiscal year ending 30th November, 1855.

The annual report of the Auditing Committee and accounts of the Treasurer, embracing the details of receipts and expenditures will exhibit the fiscal condition of the company for the close of the year.

The report of the General Superintendent and the appended statements, explain the operations of the road, the sources of revenue, the detailed expenditures, and the general condition of road and machinery.

By reference to the Treasurer's report, it will appear there has been expended for objects legitimately classified

as construction, the sum of.....	\$161,504.98
For interest on loans.....	86,621.70
Wateree and Hamburg Survey.....	2,183.90
Stock of Cheraw and Darlington Rail Road.....	18,411.80
On Bonds to United States, duties on Iron.....	26,128.91
On Bills Payable.....	110,538.06
On Scrip Bonds to Contractors.....	20,692.37
Making a total of.....	\$426,081.72

Included in the expenditures for construction are the stone abutments and other works at the Pee Dee River, also the new trestle work through the Wateree Swamp, and bridge over the over the river, turnouts, warehouse and other necessary buildings at Kingsville, at joint expense with the South Carolina Railroad Company, the new track made at an elevation to connect with

the new trestle through the Wateree Swamp, the closing of unsettled accounts with contractors for construction, and the interest on stock to the completion of the road amounting to \$9,927.10

At the close of the last fiscal year \$30,000 of the income bonds had been sold, and at the date of the last report, the total sale had reached \$80,000; since that time the remainder, except \$10,000 retained by agreement to pay a special debt, have been sold and delivered.

There have been received from capital stock.....	\$27,857.39
From nett receipts of the road.....	242,985.59
The debt due and not classed as funded is as follows:	
Bonds secured by Wilmington and Weldon Railroad.....	\$150,000.00
Bonds to United States for duties on Iron.....	6,782.52
Bills payable.....	182,856.43
	\$339,638.97

To which add the amount due to 1 st Dec. on Negro bonds.....	35,000.00
	\$374,638.67

A contract has been made with the Post Office Department for the transportation of two daily mails, on the same terms as heretofore, commencing 1st of July last, which secures the mail service for four years.

The debt due the Government for duties on iron will be cancelled on the 1st April next, which will leave the whole receipts from this source to be applied to the reduction of the floating debt.

A contract was made with the Wilmington & Weldon Railroad Company for the construction on joint account of a more commodious steam Ferry Boat, which was made of iron, and placed in service on the first of November last.

The stone abutments at the Pee Dee river were completed on the 1st of October. Arrangements have been made for covering this, as well as other bridges on the road.

Your attention is particularly directed to the classification of the receipts and sources of the revenue of the road, and the Board concur entirely with the Superintendent as to the great importance of encouraging and developing the local business, and regard it as the most profitable, certain and reliable part of the receipts of the road. The very great increase in the receipts from freight during the past year, notwithstanding the depressed condition of the naval store and timber business, furnishes the strongest proof, that with a return of the former prosperity in these pursuits, this will be the most important source of revenue.

The survey of the route from Kingsville to Hamburg and estimates of its cost, are contained in the report of the Superintendent, from which it will appear the cost of construction would be \$26,000 per mile, and owing to the financial difficulties and the inability of the country

through which it would run to render material aid in its construction, nothing has been done towards securing the Charter. The distance saved, on account of the broken Character of the country, was not so great as had been anticipated, and but little less than the route referred to by the Superintendent, from Orangeburg to Blackville, which can be constructed at a fourth the cost of the former.

Respectfully submitted,
J. ELI GREGG, *President.*

J. ELI GREGG, ESQ.,
President Wilmington & Manchester R. R. Co.:

Sir: I beg to submit the Eighth Annual Report of the receipts and expenditures of the Road for the fiscal year ending 30th of November, 1855:

The receipts have been—	
From through Passengers.....	\$161,321.15
“ Way “	63,308.88
“ Freight.....	142,155.50
“ Mail.....	49,229.69
	\$119,075.22

And the expenditures for operating the Road
(as exhibited in statement marked B) for the
same period, have been.....\$176,089.64

To which should be added for Negro bonds and accounts not entered before the close of the year.....	35,000.00
	\$211,089.64

Nett receipts from the operations of the Road.....	
	\$207,985.58

The annexed statements, marked A and B, explain in detail the various items of receipts and expenditures. A comparison with the receipts of the preceding year will show the following increases:

From Through Passengers, \$13,901.90 equal to 9 per cent.
From Way Passengers.....8,428.15 equal to 15 per cent.
From Freight.....49,431.39 equal to 53 per cent.
From Mails &c.....16,914.42 equal to 17 per cent.

Total increase of\$68,675.86 equal to 26 per cent.

The number of miles run by Passenger Trains during the year was.....	236,678
And the receipts from this source per mile were.....	\$1.17
The number of miles run by Freight Trains was.....	64,800
And the receipts per mile were.....	\$1.90
The number of miles run by Timber Trains was.....	4,788
And the receipts per mile were.....	\$1.59
Average receipts per mile run from all sources.....	\$1.36

By reference to the last annual report, it will be seen that the receipts for the past were estimated at \$400,000—or an increase of 10 per cent from the time of the withdrawal of the steamers to Charleston, and the transfer of the mail and through travel to this route. If the amount (\$48,411.80) received from the Cheraw & Darlington Railroad for the transportation of iron and materials and the hire of machinery, be deducted from the aggregate receipts, it will leave the legitimate business of the year \$400,663.42. Although the aggregate receipts have equaled the estimate, yet the increase over the preceding year is chiefly in the local business. Comparing the last ten months of the last with the corresponding period of the preceding year, it shows a decrease in the through travel of 470 passengers, and in receipts of \$4,935.96, while the local business *has largely increased* during the same time. The falling off in the through travel may be attributed to the depressed condition of financial matters, the general healthy condition of most southern cities, and the prevalence of the epidemic which so sadly afflicted the seaports of Virginia. At the same time the depressed condition of every branch of business connected with the productions of the forest, coupled with the high prices of labor and provisions, prevented the extension of the production of Naval Stores, and materially affected the way travel and freight.

Statement marked D. exhibits the quantity of Naval Stores, Timber and Cotton transported, and the receipts therefrom, as well as the up freights. This paper is interesting in exhibiting the productions of the pine forest and their great value as articles of transportation.—That portion of the forest extending from Lake Waccamaw to Fair Bluff, a distance of thirty miles, may be considered a fair example. From points within this distance there has been transported during the year 82,360 barrels of Naval Stores, and, if the ordinary demand had existed, immense quantities of Timber and Lumber would also have sought this market. These statistics exhibit in the strongest language the inducements to foster and encourage the local business as the most reliable and certain traffic, and one which cannot be diverted by rival works, but will continue to increase with increased facilities.

Statement marked E. is an exhibit of the Cotton shipped from the various stations to Kingsville, and thence to Charleston.

The Rolling stock has been sufficient to meet promptly the demands during the year. The necessity for shops to keep it in proper repair is experienced in a greater degree as the Engines increase in age. The experience of the past year has also established the great necessity of increasing the number of Engines in actual service on the mail trains, and running them for shorter distances—say from 85 to 115 miles. To effect this and prepare for the increase of freight which may be reasonably expected the present year, I recommend that two Locomotives

be ordered to be delivered in time for the summer and fall business. From the quantity of timber already offering for transportation, and the prospect of increased prosperity in this pursuit, it is probable that trucks for two additional trains will be required to transport the quantity which will be made during the year. In connection with this, I refer to the earnings per mile run of timber trains during the past year, which although not as great as other descriptions of freight, is still greater than the receipts from passenger trains.

The trestle work through the Wateree Swamp and bridge over the river, the elevated road from the highland to connect with it, and the warehouse, cotton platforms, and other structures at Kingsville which were progressing at the date of the last report have been completed. Arrangements have also been entered into, in connection with the South Carolina R. Road, for the construction of a passenger shed of sufficient capacity to protect the passengers during the exchange and transfer of baggage, and the cars and engines from the weather. New and more commodious passenger stations and warehouses at Sumpterville, Maysville, Lynchburg, Timmons ville, and Florence, and wood sheds should be erected at suitable points for the better protection for fuel. The necessity also for better arrangements at Wilmington, by removing the warehouse and freight department to some point where larger and more extended Wharf accommodations can be obtained, for the transfer of cotton and other freight to and from vessels, has been experienced the last season. When this is effected, better and more suitable structures for the accommodation of travel can be erected. I have brought these matters to your attention as necessary to be accomplished during the year, for the better encouragement of the travel, and by facilitating thereby increase the freight.

Nothing has been done at the Pee Dee bridge since the completion of the stone abutments in September last—but I consider it necessary for its better protection and more perfect security, to cover the bed of the river with broken stone of sufficient size to prevent any washing that might otherwise take place. The materials for covering this, as well as other bridges on the road, have been contracted for, and will be put on as soon as received. A Gravel Train with a force of hands has been engaged in hauling earth to fill up the trestle work on Eagle's Island, the station at this place, and in filling up Big Creek trestle work, and the White Marsh was partially embanked during the dry season in summer with the material excavated from the swamp. For the present year arrangements have been made.....train and force of hands.....the trestle work within.....importance of hastening this work before the decay of the timber, and the consequent expense of its re-construction, cannot be too strongly urged upon your consideration.

The contract with the Post Office Department for the transportation of an additional daily mail, went into operation on the 15th of January last, and has continued to the present time. This arrangement gives two trains a day from Montgomery to New York about twelve hours apart, and has given general satisfaction, by allowing passengers the privilege of resting at night and resuming the journey on the following day, and it also affords increased facilities for the way travel.

At the close of each concurrent year the operation of the Road, especially the repair and freight departments, are much embarrassed, indeed almost suspended for a period of nearly two weeks, in hiring hands and their re-organization for the ensuing year. This has been severely felt

during the past holidays, in consequence of the heavy rains and extremely bad weather, at a time when labor could not be procured.—For this I can see no remedy, except the Company purchase annually a number of negroes until a sufficient force be obtained for the freight trains and repairs of Road. Viewed as a measure of economy this will be found commendable. For ordinary hands the price range from \$150 for road repairs, to \$180 per annum for the trains: and, in consequence of the requirements that they periodically be allowed to go home, they do not perform more than 275 days labor. Estimating the interest on the present price of negroes at 7 per cent, and the insurance on their lives at the usual rates, and adding the additional labor that could be obtained from these owned by the company, it will be found that the price of each hand engaged in repairs will be reduced \$65, and on the trains \$90 per annum.

WATEREE AND HAMBURG RAILROAD SURVEY

The survey for the direct line, under the charter granted by the State of South Carolina, was completed in February.

The route traversed by this line was substantially described in my last report as running almost perpendicularly across the streams between the Wateree and Savannah rivers, and in its course encountering the broken and precipitous country in the vicinity of Aiken. No heavy bridging will be required, except in the passage of the Congaree river and Swamp, and the country abounds in best quality pine timber, suitable for all the purposes of construction.

The maximum grade (52.8 feet per mile) and curve (1,916 feet radii) adopted, seem well adapted to the ground; at the same time, on a properly constructed Road, will admit of a high rate of speed, and therefore no change of either to reduce or increase the distance would be advisable.

The estimates given below are made for a first class Passenger Road, laid with a rail of 64 lbs. per yard on cross ties and well ballasted, and equipped with machinery capable of running at a high rate of speed. It is also proposed, as a necessary part of construction, to fence it with a substantial wire fence, combined with a Telegraph to ensure safety in operating.

The item of Graduation is extracted from the report of R. H. Drane, Esq., Principal Assistant in charge of the survey, and is believed to be ample to cover the cost.

The estimates are as follows:

Graduation.....	\$654,850
Bridging and Culverts, including Masonry.....	140,000
Warehouses and Stations.....	30,000
Track with rail 64 lbs. per yard, including sidelings, 93 miles at \$9,000 per mile.....	837,000
Ballasting at \$1,000 per mile.....	93,000
Wire Fencing and Telegraph.....	135,000
Equipment, consisting of 14 Locomotives, 12 Passenger Cars, 12 second class Baggage and Mail, and 60 Freight.....	210,000
Contingencies.....	181,000

Total.....\$2,330,000

Cost per mile, \$_____

By the route surveyed, the distance from Kingsville to Hamburg is 89 miles, which cannot be materially reduced. The distance by the South Carolina Railroad between the same points is 117 miles, or 28 miles greater, and the saving in time would, if both Roads were operated at the same speed, be a little over one hour. If the present schedule on that Road was adhered to the difference of time would be upwards of four hours; but competition in Railways always produces increase of speed. It is proper, therefore, to compare the characteristics of two roads with reference to the same perfection of construction and management in each and the result in this case will be a saving of only two hours of time.

PROBABLE INCOME

All the estimates of the income of Railways are based on uncertain data, and generally fall below the actual results. This Road would, in some degree, be in direct competition with the South Carolina Road, both for the through travel and the local business, and the country through which it passes has so sparse a population, and but few elements capable of being developed, to add materially to its receipts, that it must rely in a great measure upon the former for its support.

If the income be estimated at the same rate as the receipts of your Road the past year, (\$2,400 per mile,) and the working expenses at the minimum of 50 per cent of the receipts, it would yield $4\frac{3}{4}$ per cent on the investment, which leaves too little margin to recommend its construction. An examination of the map of South Carolina will show that if a Road be constructed from Orangeburg on the Columbia branch to Blackville on the Hamburg Road, it would reduce the distance between Kingsville and Hamburg to about 96 miles, or about seven miles greater than the direct line. This connection would require the construction of about 25 miles of Road, through a country presenting but few obstacles to easy grades and curves, with no heavy bridging or other structures. The investment required would be comparatively small, and the distance and time saved nearly equal to the direct line.

Very respectfully,
L. J. FLEMMING
Generall Superintendent.

AUDITING COMMITTEE'S REPORT.

The undersigned, a committee appointed by the Stock holders of the Wilmington & Manchester Railroad Company at their annual meeting in January last, to examine the accounts of the Treasurer of said company, for the fiscal year ending 30th November, 1855, beg leave to report that the duty assigned them has been faithfully discharged. They find that the books have been correctly kept, and the entries all sustained by proper vouchers;

Amount received from subscriptions to capital stock.....	\$1,098,633.14
Amount received from profits of transportation.....	242,985.58
Debt of Company.....	1,373,784.71
Making.....	\$2,715,403.43

Per Contra.

Amount paid out on account of construction of Road and other purposes, as will appear in the Treasurer's account current.....	\$2,467,767.31
Wil. and Wel. Rail Road Stock.....	201,500.00
Bills receivable.....	12,824.04
Due from Rail Road Companies.....	7,792.90
Due from Agents.....	14,340.16
Due from Post Office Department.....	7,125.00
Due from Sundry Banks.....	564.89
Counterfeit money taken.....	191.70
Cash in hand.....	3,297.43
	\$2,715,403.43

GEO. R. FRENCH,
S. D. WALLACE.

WILMINGTON AND MANCHESTER RAILROAD.

At the meeting of the Stockholders of the Wilmington and Manchester Railroad Company, held in Wilmington, a resolution was introduced in reference to the construction of a branch from some point on the road to Columbia. The notice does not state whether the proposed starting point is to be West or East of the Wateree. A branch commencing West of the Wateree and running parallel with the Columbia road, aside from the fact that it might be considered a trespass on the charter of that road, would yield few advantages to the Wilmington Company, that cannot be secured by the roads now in operation.—Should the proposed branch commence East of the Wateree it is of the utmost importance to Camden that the route should pass in its vicinity!

Such a road would open to Camden improved facility of reaching the seaboard. It would open a new market at Wilmington, which could be reached without passing over more than one road. A new route by way of the Northeastern road would be opened to Charleston, which would not greatly, if at all, exceed the present route in distance, and thus compel the South Carolina Railroad Company to modify the present excessive and odiously discriminating tariff. To Wilmington and the Wilmington and Manchester Railroad, a route commencing at or Eastward of Sumterville, passing through Camden and uniting with the Charlotte road ten miles

this side of Columbia, would open a new and extensive country. It would open a direct communication with Camden, Columbia and the interior of this State, and through the Charlotte road with Charlotte and the Western part of North Carolina. At present Wilmington is entirely excluded from this extensive region, by the prohibitory exactions of the South Carolina Railroad.

I propose, at a future day, to return to this subject. My object at present is only to call the attention of the citizens of Camden to it in time. The energy and perseverance with which the Wilmington people have pressed their rail roads and other public works to completion, in the face of the greatest difficulties, give ample assurance that, if they once commence the proposed branch, it will certainly be finished, and if our citizens do not take a hand in it in time, they may discover, when it is too late, how greatly they have erred.

M.

The Wilmington Journal,
February 26, 1856.

IMPROVEMENTS AT THE RAILROAD.

So far as the comfort of passengers is concerned, a great improvement has been effected by the erection of the passenger depot up at the Wilmington and Weldon Railroad. We happened to be up there on Saturday afternoon last, to see a friend off, and we availed ourselves of the opportunity to look around.

The whole affair is some 280 by 80 feet, with abundant space on the South side for the several passenger trains and platforms for the passengers, while the North side is occupied by a neat bar-room, with all the “modern improvements”—a dining saloon 96 by 26 feet, capable of seating 200 persons—the victuals being kept warm by steam, and the dining room, and indeed, the whole establishment, warmed by the same agent. There is a gentleman’s sitting-room, 40 x 26; ladies sitting-room, 20 x 26. Between the ladies’ and gentlemen’s sitting-room is the ticket office and agents room, and next to the ladies’ sitting-room is the ladies’ dressings-room, and several bath-rooms, with hot and cold water and shower baths. Next, again, we find the baggage room, the barber’s shop and gentlemen’s wash-room and baths. Of course, there are other indispensable conveniences not requisite to mention. the supply of water throughout is plentiful and of the best quality, with a good head. The whole establishment is lighted by gas. The kitchens are connected with the main building by a passage or corridor. By the improvement of the grade the passengers on landing from the boat go immediately into the cars instead of clambering up the hill as they used formerly to do under all weathers. The whole arrangement is neat, tasteful & convenient and does away with all occasion for clamor on the part of that most clamorous of all classes, the traveling community. R. B. Brown Esq., is the lessee of the hotel part, where we trust, he will receive a full return for his exertions. Hotel keepers and newspaper publishers ought to make enough in a few years to enable them to retire. Unfortunately the experience of both classes in these capes, is that they generally do retire in a few years, but from a totally different cause—because they have *not* made anything.

The Wilmington Journal,
March 10, 1856.

N.C. RAILROAD.

The board of Directors of the N. C. Railroad held their regular meeting Friday at Goldsboro'.

Amongst the business brought before the Board was an offer from the President of the Wilmington and Weldon Railroad, to make a through ticket from Charlotte, and intermediate points on the N. C. Railroad, to Weldon, Wilmington, and all places intermediate, and also to allow persons coming from the N. C. Railroad to participate in the through ticket to New York, Philadelphia, &c.

We are very much surprised to learn that the proposition was declined, unless the Raleigh and Gaston Railroad could be admitted to participate in the through ticket. Thus, it seems, the Directors of the principal State Road were willing to throw away, as it were, 50 miles of their own road, to give the value of the travel that might be brought over it, to a *side road*. Are they the true guardians of the State's interests, to throw away the State's money, or give it to *any* road but their own? We have not had the opportunity of conversing with the Superintendent of our road, who was delegated to make the necessary arrangements to carry out the views of the W. & R. R. R. Company. The proposition being *especially* for the interests of the N. C. Road, and the people along the line of that road, it was not for a moment doubted but that it would be agreed without hesitation.

The effect of the non-through ticket arrangement is, as we learn, in connection with the change of schedule on the N.C. Railroad, by which a *night* instead of a *day* train (as heretofore) is run from Charlotte east, to throw most of the travel north on the Raleigh and Gaston Road, thereby losing to the N. C. Railroad all the fare from Raleigh to Goldsboro.

When we learn *all* the facts in this matter we may refer to it again. At present it seems strange to us!

We cannot believe that a majority of the Directors in the North Carolina Road are influenced by any feelings of hostility to the Wilmington & Weldon Road, or that any of them are willfully recreant to their duty to the State or to the Company, yet, still, it does appear unaccountable that they should refuse to make a through ticket for the benefit of *all* their line unless on condition of also making an arrangement prejudicial to a part of it. As between the Wilmington & Weldon and the Raleigh & Gaston Roads there can be no grounds for partiality founded upon ideas of State interest, since the State is interested in both.

The Wilmington Journal,
March 10, 1856.

PAINFUL RAILROAD ACCIDENT.

We learn that a painful accident occurred about eleven o'clock on last Monday forenoon, on the Seaboard and Roanoke Rail Road, by which four persons are known to have been killed; and it is feared that the number of those injured must be large.

The trestle-work this side of the Maherran River, about fourteen miles from Weldon, gave way, while the mail and passenger train from Portsmouth to Weldon was passing over it, by which the Engine, Tender and three Cars were precipitated to the ground, a distance it is said of about thirty feet.—Mr. Kilkelly, the Express Messenger; Mr. Daughtry, the Mail Agent, and two colored men were burned up, so the dispatch says, probably from being thrown under the Engine.

We have no further particulars, but evidently much other damage must have been done, and many other persons injured, so no doubt fatally. It is said that the Engineer and several of the passengers are badly hurt.

The Wilmington Journal,
March 14, 1856.

THE ACCIDENT ON THE SEABOARD AND ROANOKE RAIL ROAD.

We copy from the Richmond Dispatch of the 12th inst., the following account of the terrible accident which happened on the Seaboard and Roanoke Rail Road on Monday forenoon:

Intelligence reached this city yesterday of a terrible accident on the Seaboard and Roanoke Railroad, which took place on Monday morning about 11 ½ o'clock. The calamity occurred near Margarettsville, about 64 miles from Portsmouth, and 16 from Weldon, N. C.

The following full and graphic account relates all the particulars of the catastrophe:

WELDON, N. C., March 11.

I was unable yesterday to give full particulars of the terrible disaster on the Virginia Seaboard and Roanoke Railroad in time for your paper of this morning.

The accident occurred about 16 miles South of this, near the station known as Margarettsville. The tressel work at that place is some 30 feet high and had long been regarded as very insecure; in fact, the engineer had just “shut off” steam, intending to cross at a slow rate of speed, when the engine left the track, and was followed by the whole train—consisting of an express car, a baggage and mail car, and two passenger cars. Before any of those on the train had time to reflect or act, it was found that the cars were on fire, and horrible to relate, no less than four persons were literally roasted to death in the flames. Every car was also entirely consumed. Even the wood work on the locomotive, and the entire mail and express freight was so thoroughly destroyed that nothing remains but a pile of ashes, with here and there a brass lock, to mark the scene of devastation.

Mr. Wm. T. Daughtry, the U.S. Mail agent, and a most amiable and worthy gentleman, was so nearly consumed, that he was only identified by his watch, which, strange to say, was wholly uninjured, and running. The loss of this gentleman will be deeply mourned by all who new him. But a few days since, the writer congratulated him on his fortunate escape from death during the yellow fever visitation of last summer. He little thought he would so soon mourn over what are now indeed his ashes.—Mr. D. leaves a wife and six children in Norfolk.

Mr. W. G. Kilkelly, one of Adams & co.'s Express messanges, running between Baltimore and Augusta, Ga., was in the mail car at the time of the accident, and was so burnt that nothing was found of him but a few charred bones. The amount of express matter was unusually large, some six or seven tons, every portion of which was burnt to ashes. Mr. Kilkelly resided in Goldsboro', N.C., where he leaves a wife and four small childred to mourn his untimely end. His remains were brought up to-day for internment. He was universally beloved.

In the same car were two boys from Portsmouth, who were in the habit of traveling up and down the road selling books and newspapers to passengers.—One of them, named Cox, was probably instantly killed. The other, a lad named Cary, was alive when extricated, but breathed his last immediately on being brought to the air. Both were dreadfully burned and bruised.

These are all who were killed, and all were at time in the mail car.

Among those severely injured were the following:

Geo. C. Bourdett, Conductor, had a arm and three ribs broken and was otherwise severely bruised. Mr. B. will probably recover.

Wm. Weymouth, engineer, badly bruised.

Woodis Neimyer, of Portsmouth, three ribs broken.

Leon Clary, of Windsor, N.C., collar bone fractured.

J. P. Allison, Brooklyn, N.Y., slightly injured.

Dr. Williamson, (dentist,) of Northampton, N.C., severely wounded about the head and face.

Octavius Cook, severely burned.

Three or four others, whose names we had no time to learn, were more or less injured—none of them, however seriously.

The number of passengers was unusually small—not exceeding twenty in all, including three ladies. This was fortunate—for had the train been crowded as usual, the loss of life must have been terrible.

Among the packages in charge of the Express Company, was a box containing unsigned bank notes for the Bank of Wilmington (N.C.). These were scattered around in greatest provision; and it will be well for your merchants to look sharp, or they may take some of these as genuine. As most of them were either much burned or charred, they can be easily recognized. All we saw were of the denomination of V. and X.

The bridge or tressel work having been set on fire, shared the fate of the unfortunate train, and was totally destroyed. The Company having no engineer or cars at the Weldon terminus of their road, they were unable to transport their passengers up to the point of the disaster. In this dilemma, Mr. C. Sanford, Superintendent of the Petersburg Railroad Company, sent unsolicited, a locomotive and train of cars to their assistance with the request that they should keep them until their road is again in running order.

I believe this accident has no parallel in railroad history, save the terrible disaster in France some years since, when by the train taking fire, many lives were lost. May it be long before the like again occurs in our land.

The haste in which I must write must be my apology for the crude nature of my letter. I cannot, however close without acknowledging my indebtedness to Capt. Corbett, of the Seaboard Road, for most of the above particulars.

B.

The Norfolk Argus, received last night, says that foul play is suspected with regard to the breaking of the tressel work, a train of 40 heavily laden freight cars having passed over it on Saturday in safety.—The dead and wounded were taken to Margarettsville where medical aid for the latter was procured.

For the Journal.

Onslow County, N.C.
March 8th, 1856.

The Wilmington Journal,
March 14, 1856.

[Editorial]

Accidents and losses of life seem to be the order of the day. No sooner have we got through publishing the details of a terrible disaster on the Portsmouth Road, than the papers bring us the news of the burning of a steam Ferry boat on the Delaware River at Philadelphia on Saturday night. The boat took fire in the middle of the river. She was run in and was nearing the

wharf, but the tiller chains were disarranged—the head sheared off, and as the fire prevented the Engineer from getting to the engine to stop it, the boat with the few remaining passengers rushed out into the stream. She was run on the bar opposite Arch street. The river was full of floating ice to which some who sprang overboard, clung, but still about thirty are dead or missing. They must have perished within three hundred yards of the wharf. The ferry-boat “New Jersey,” the one burned, had neither small boats nor life-preservers.

When will human life be sufficiently guarded and respected? Every now and then there is a waking up and a big talk, and in a short time the whole thing ceases, and we go on in the old way until some other terrible affair wakes up another convulsive and ineffectual movement. We do not know that the particular parties upon whose works or boats such accidents occur, are particularly blameable. We presume they are about as careful as most in their line; indeed we question if the “New Jersey,” the burned steamer, was not about as well supplied with small boats and life preservers as any other of her class. None of them are so provided. If all reports are correct, the trestle work on the Seaboard Road was as good as trestle work in general, and yet a defect in a tender axle sent it over, from which we suppose the inference is legitimately drawable that any train, on any trestle work is at the mercy of every axle and truck in the train.

The Wilmington Journal
March 21, 1856.

BATHING HOUSE.

We have for a long time thought that a well ordered Bathing House would do a very good business here, and are induced to draw the public attention to it from suggestions made to us yesterday by a gentleman who entertains the same view of the subject.

We clip the above from the *Commercial* of Saturday morning, merely for the purpose of stating a fact which seems to have escaped attention. There is attached to the Eating Saloon, at the depot of the Wilmington & Weldon Railroad, a number of Bathing Rooms, elegantly fitted up for warm or cold baths.—These rooms are under the superintendence of R. B. Brown, Esq., the efficient proprietor of the saloon.

The Wilmington Journal,
April 7, 1856.

RAILROAD ACCIDENT.

The 2 o'clock train, on the W. & W. R. R. going South on the morning of the 17th ran over a white man by the name of William Mitchell, near the 72d mile post, and killed him instantly. He was supposed to be sleeping on the track from the effects of liquor.

Goldsboro Tribune.

The Wilmington Journal,
April 25, 1856.